

FIG. 1A
(PRIOR ART)

122	G	G	S+	S-	G	G	111
122	S+	S-	G	G	S+	S-	112
122	G	G	S+	S-	G	G	113
122	S+	S-	G	G	S+	S-	114
122	G	G	S+	S-	G	G	115
	S+	S-	G	G	S+	S-	116

FIG. 1B
(PRIOR ART)

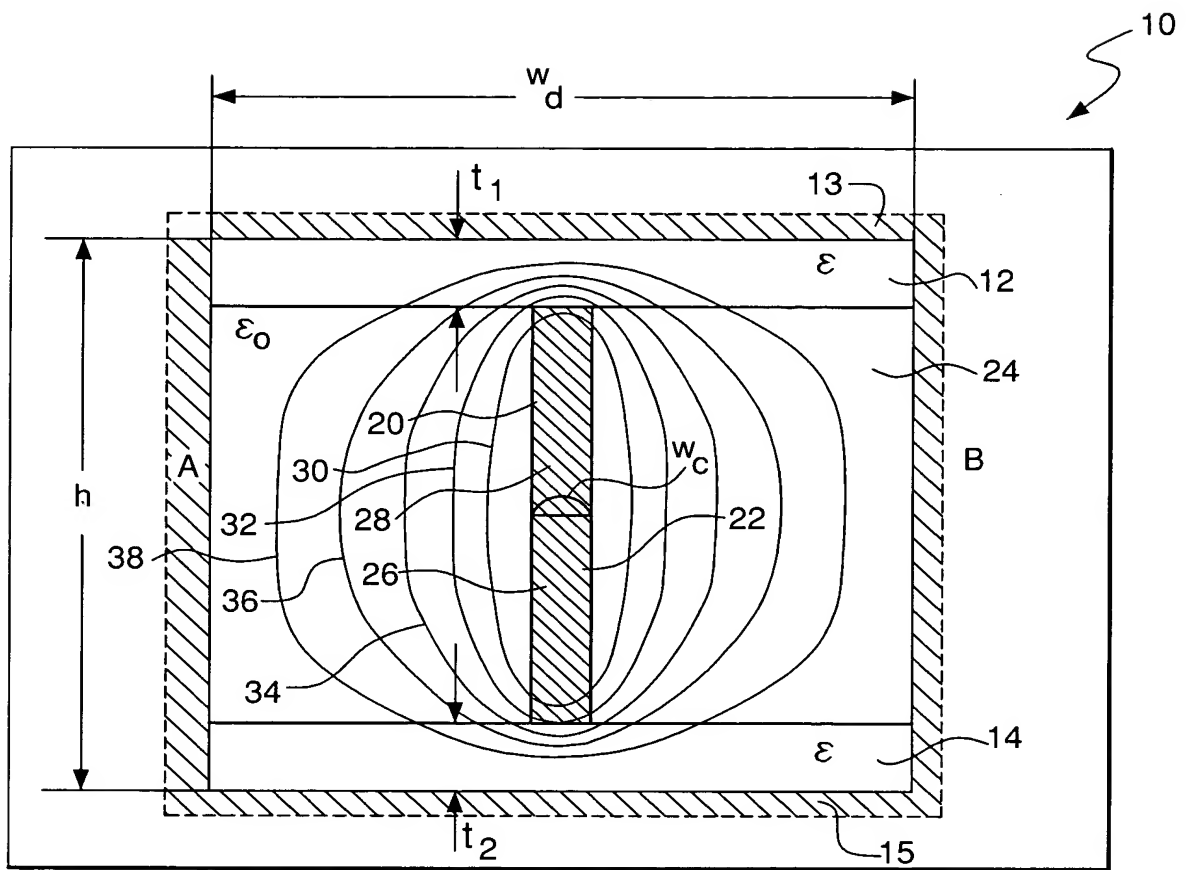


FIG. 2A

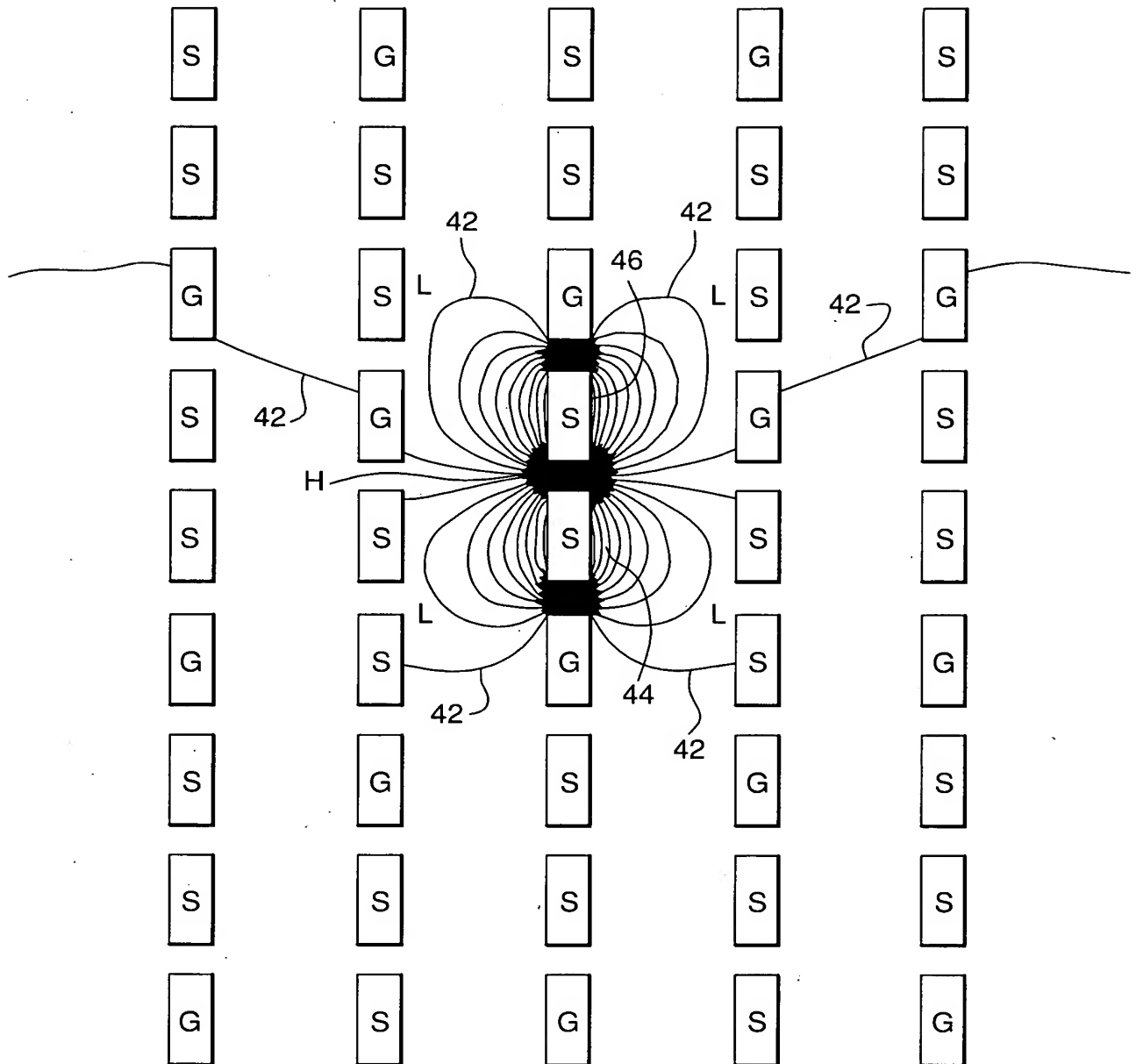


FIG. 2B

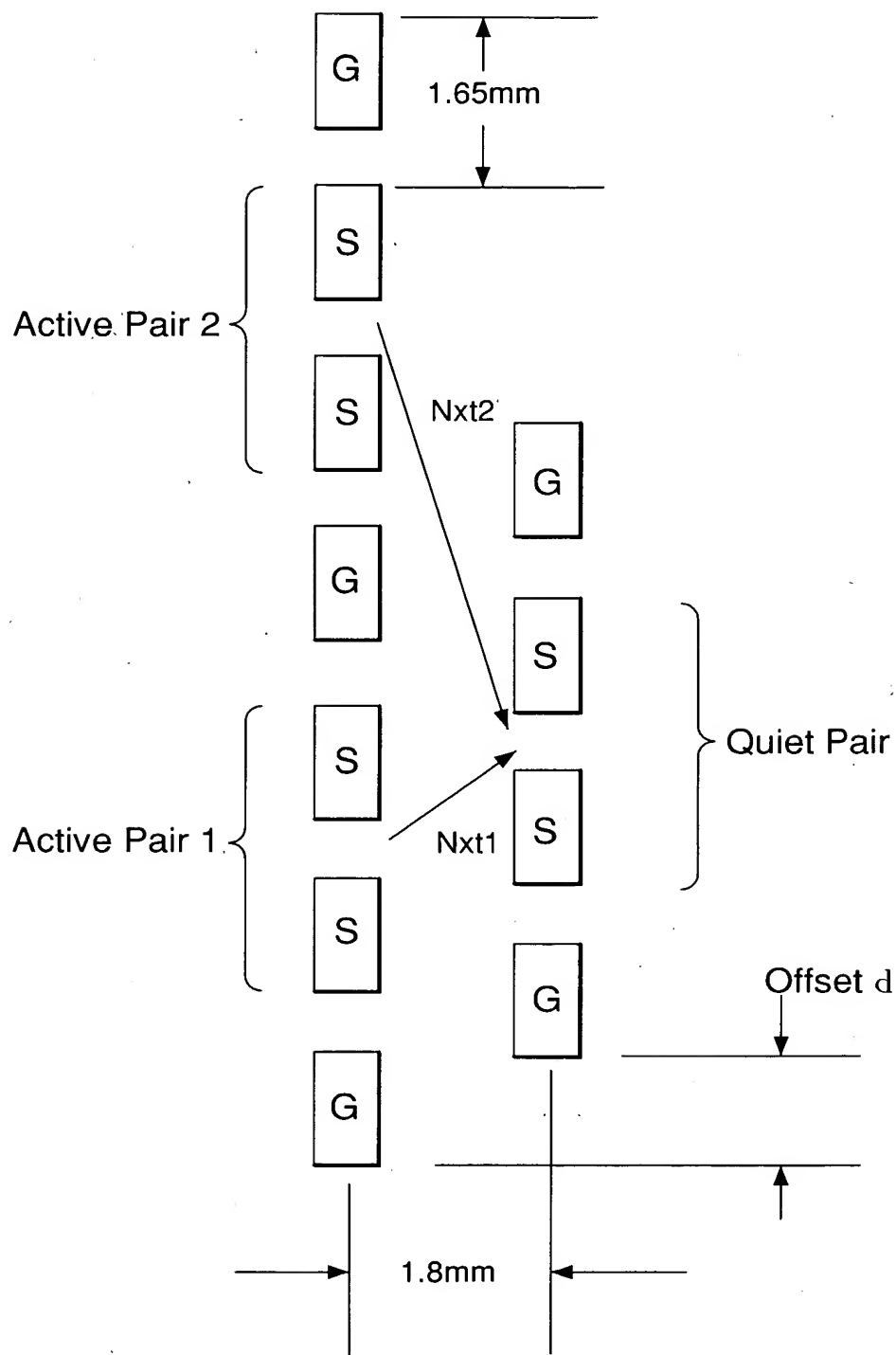


FIG. 3A

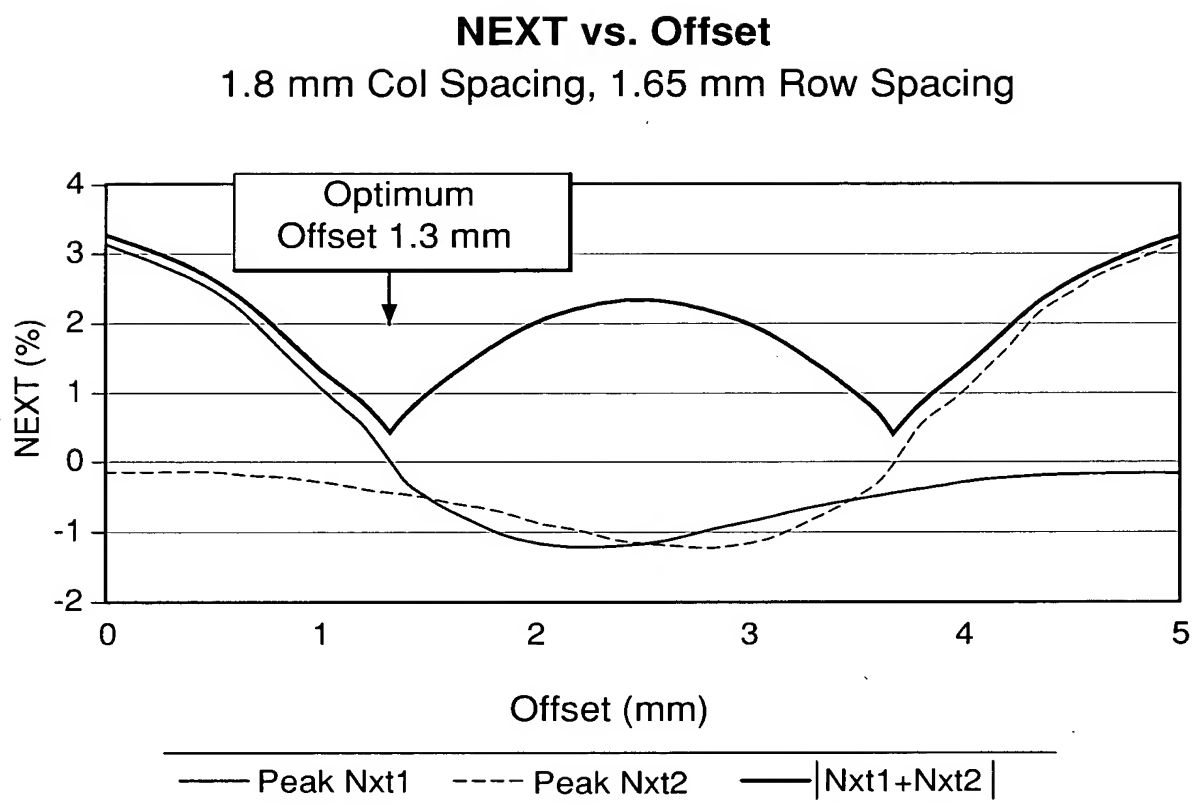


FIG. 3B

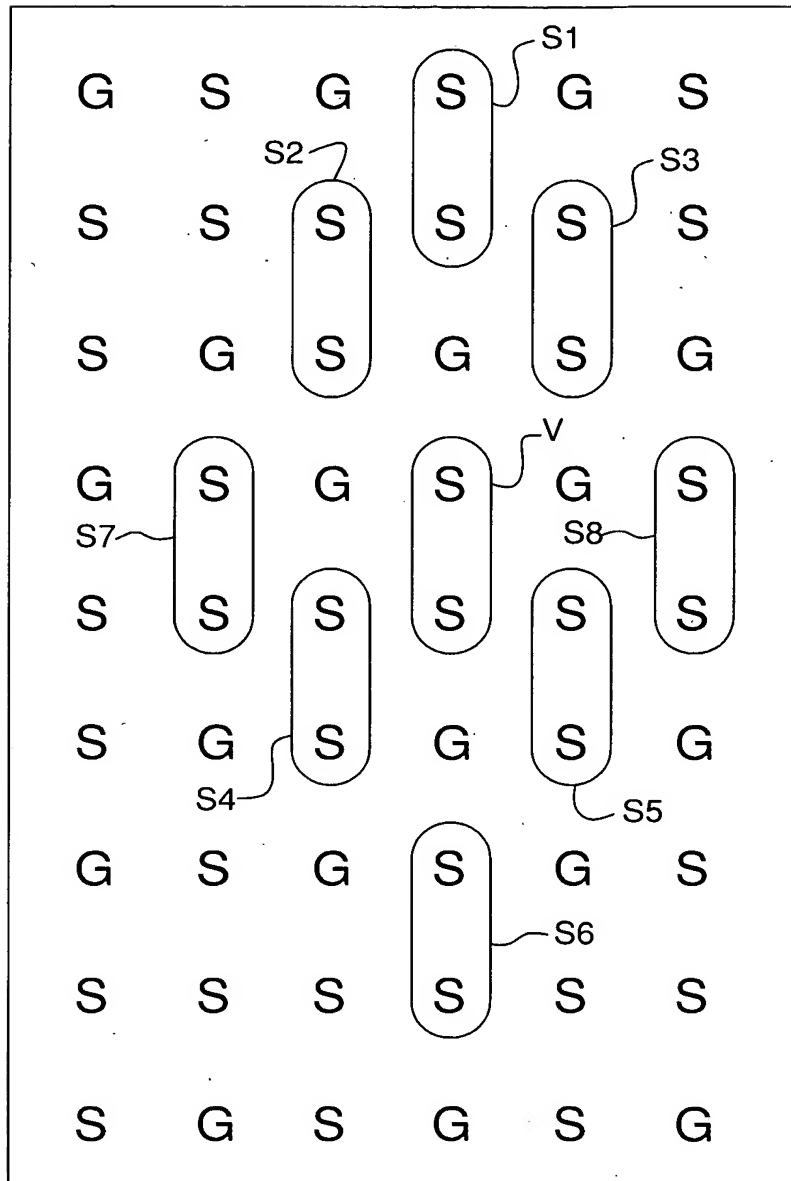


FIG. 3C

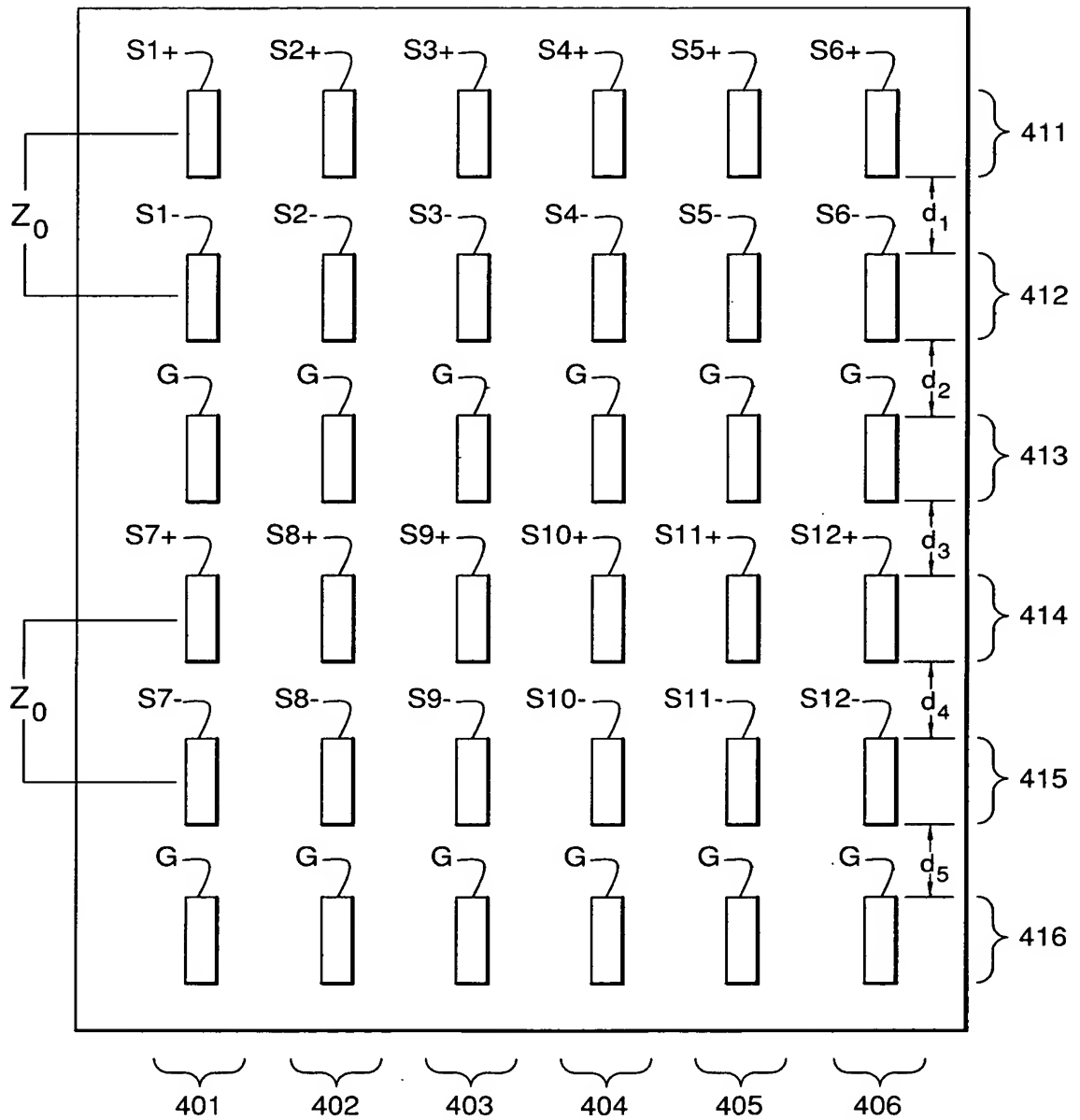


FIG. 4A

9/68

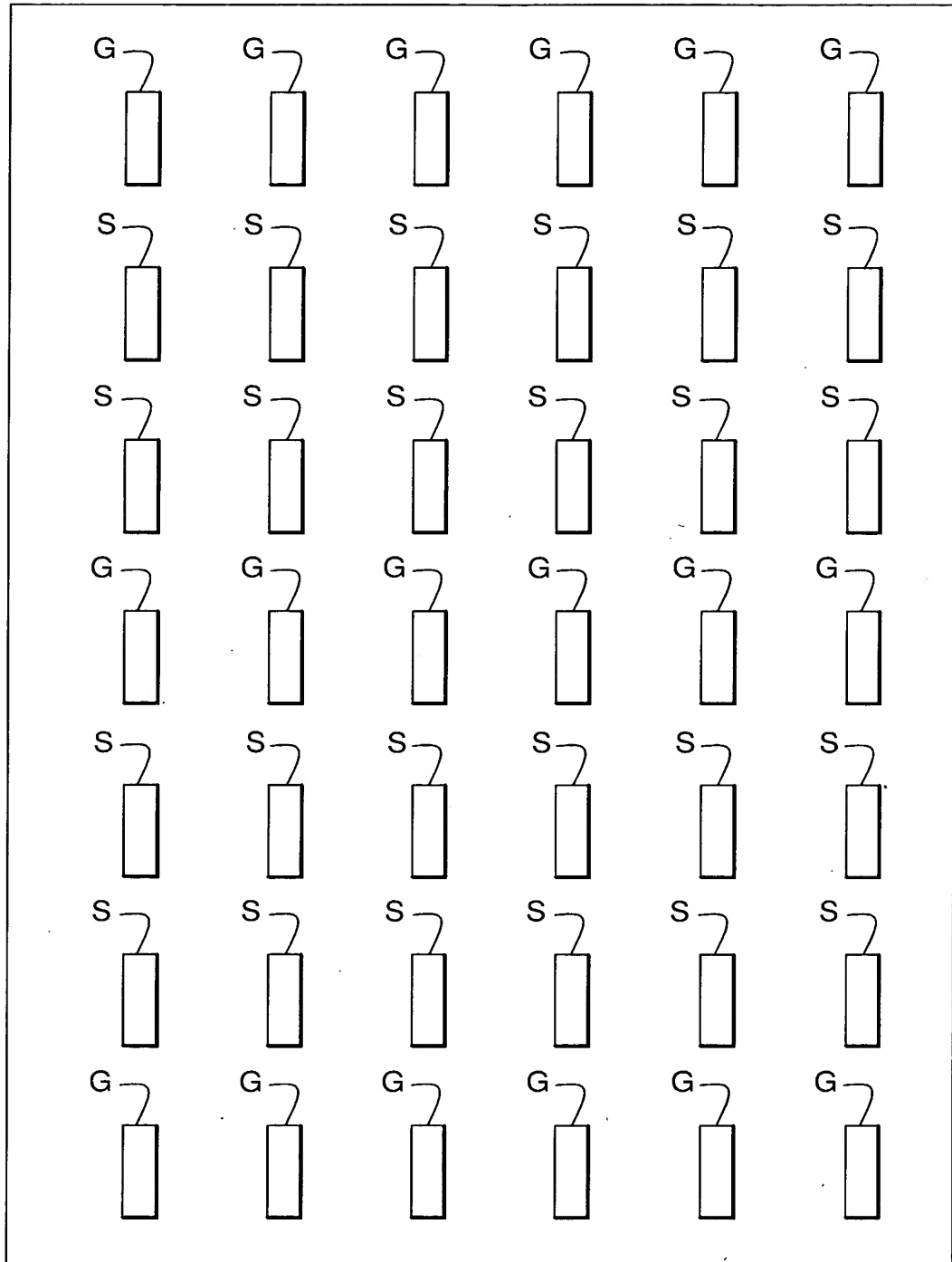


FIG. 4B

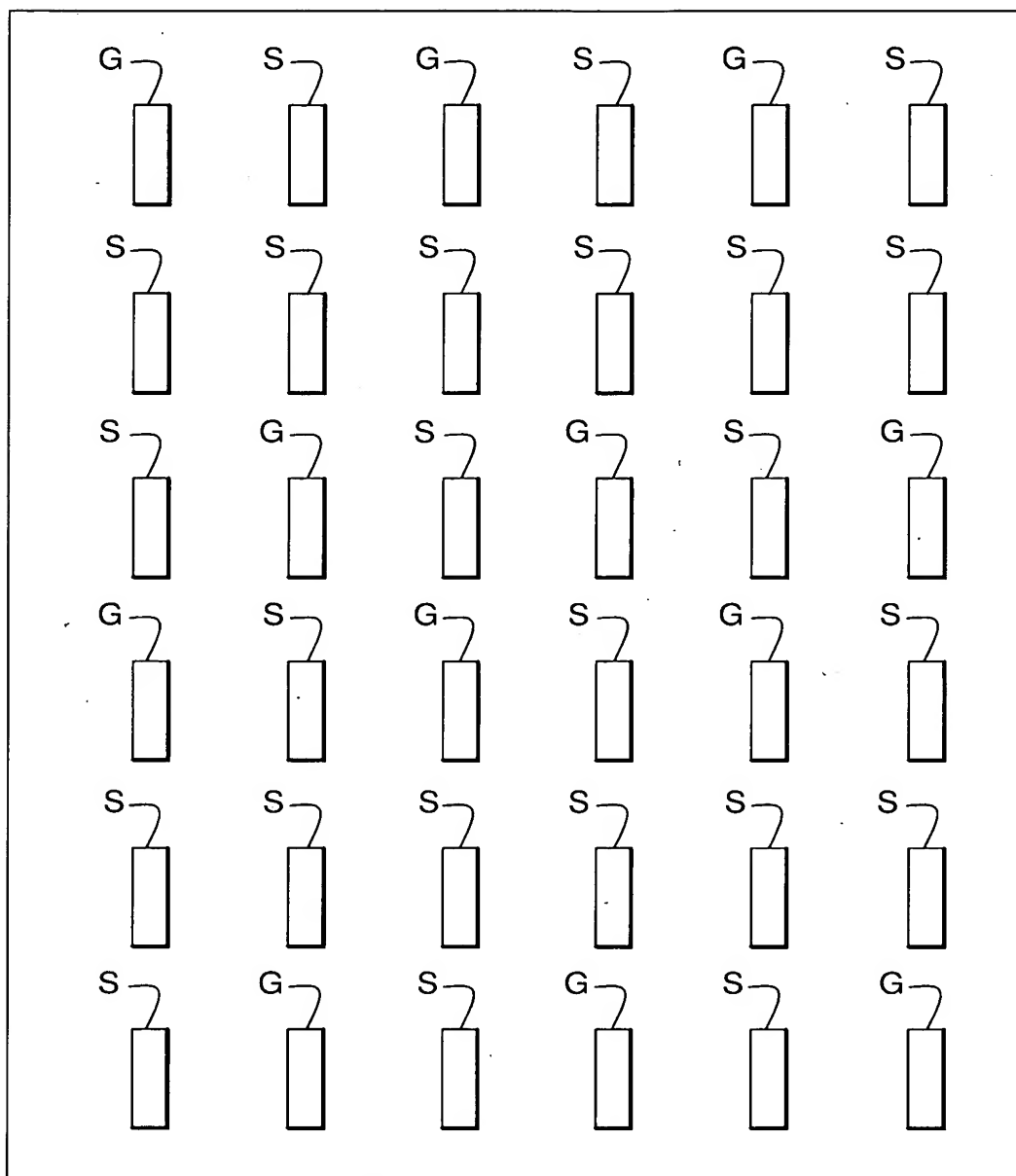


FIG. 4C

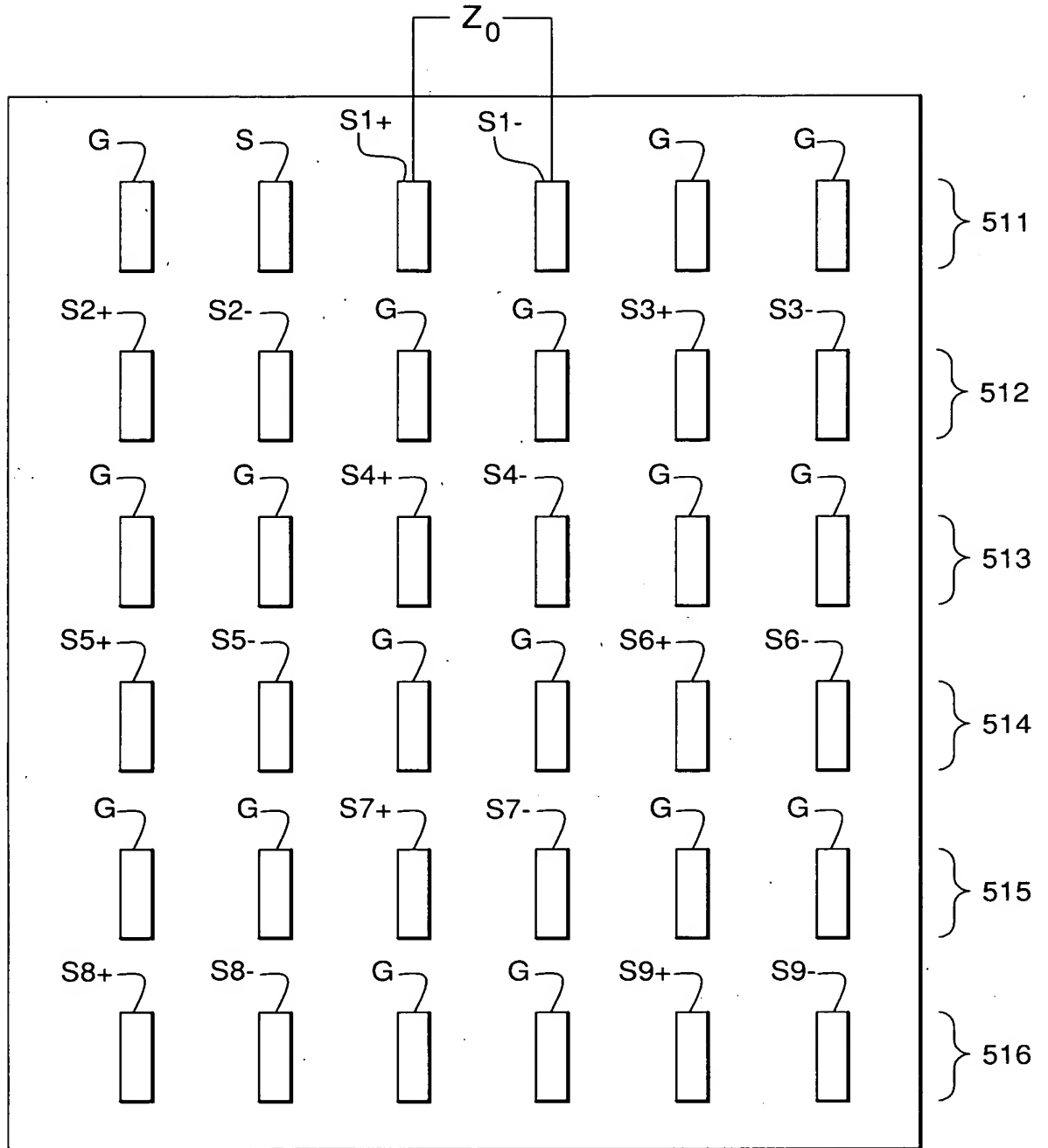


FIG. 5

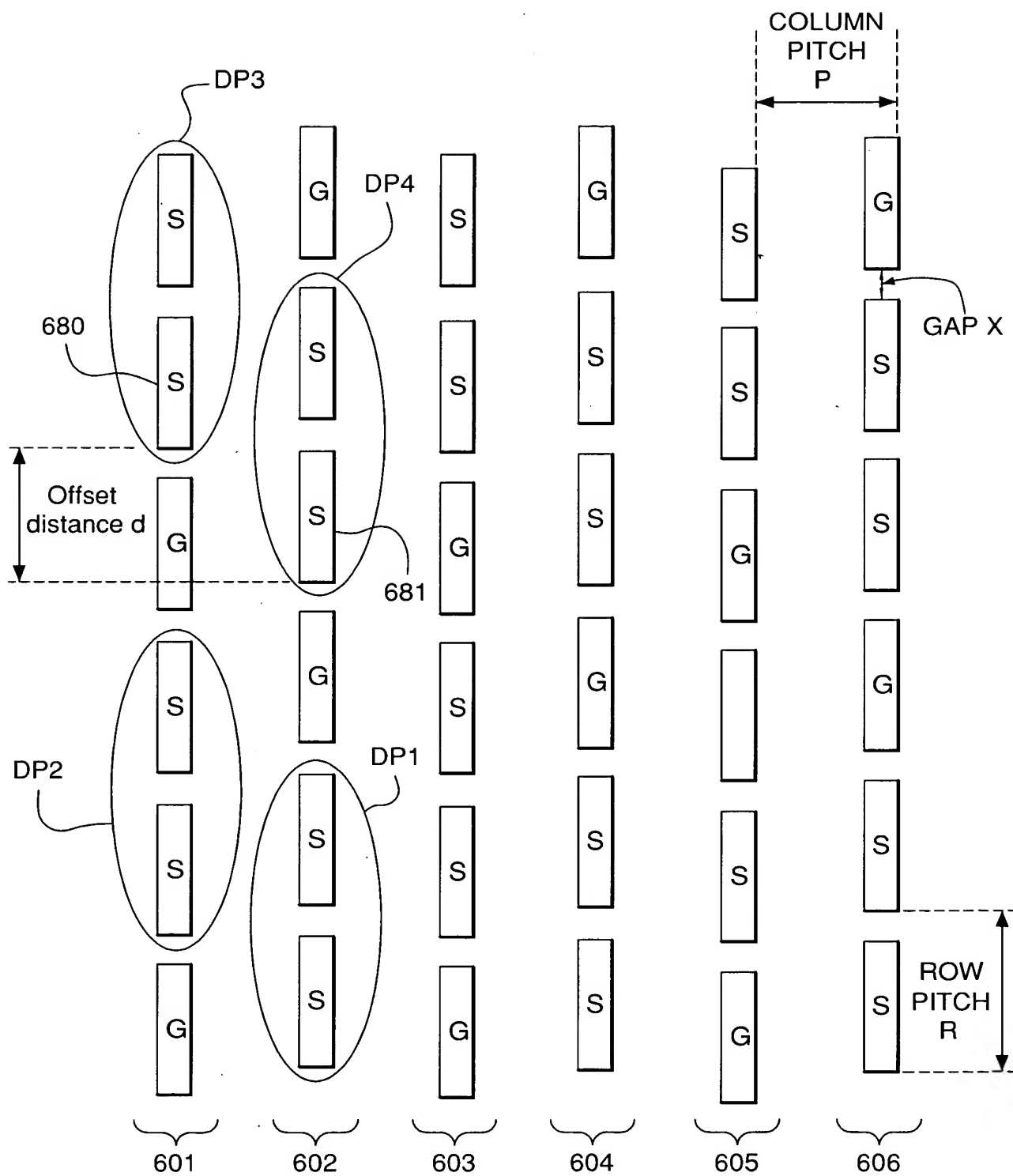


FIG. 6

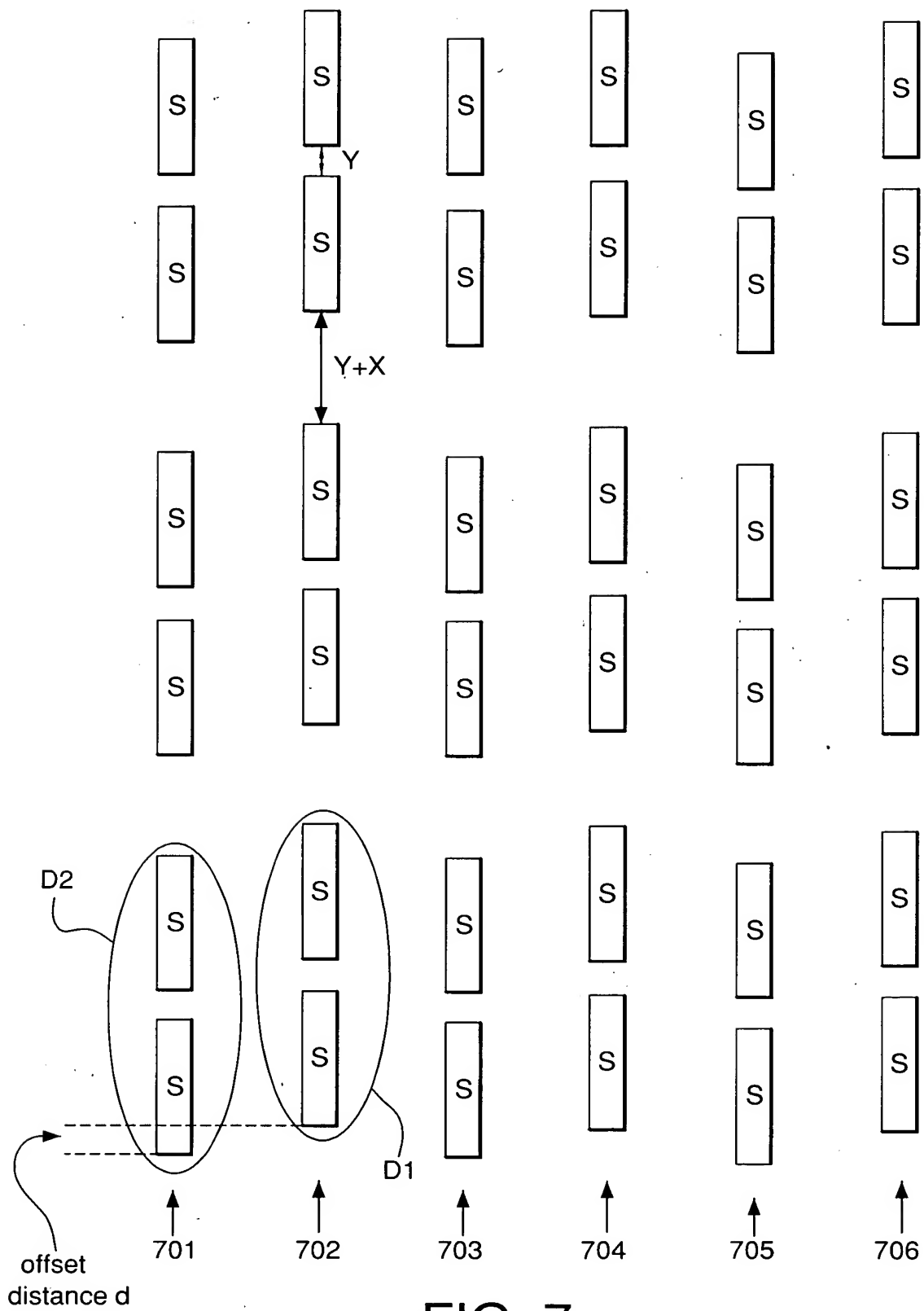


FIG. 7

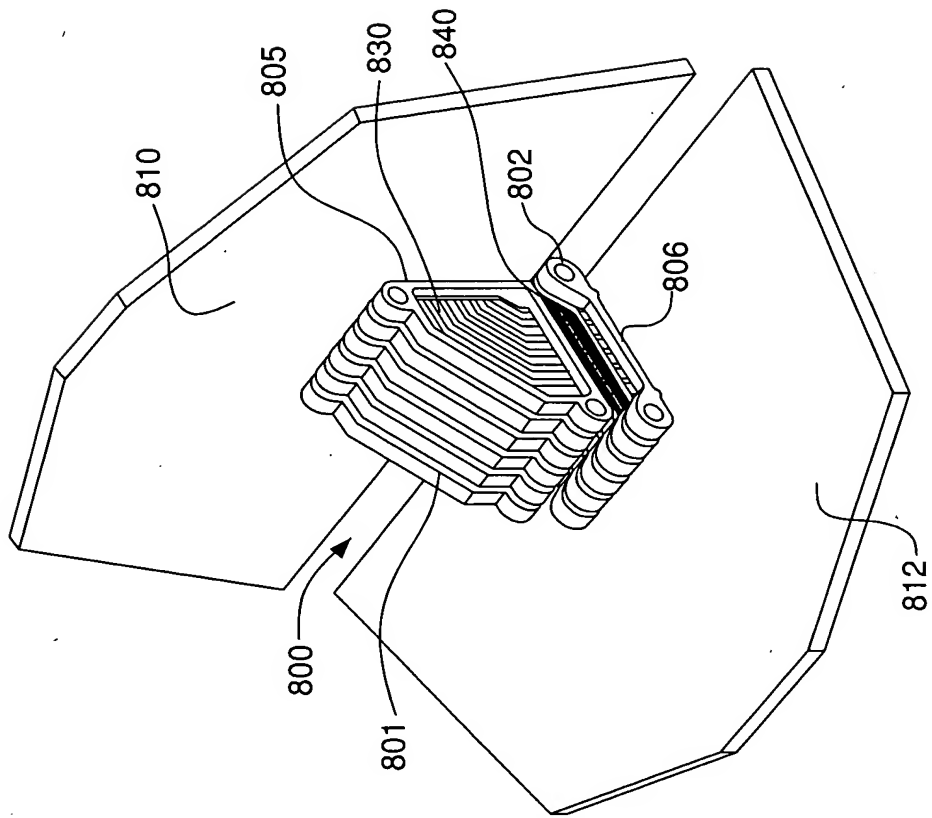


FIG. 8

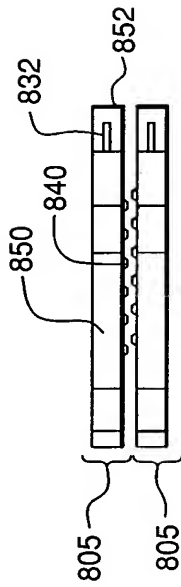


FIG. 11

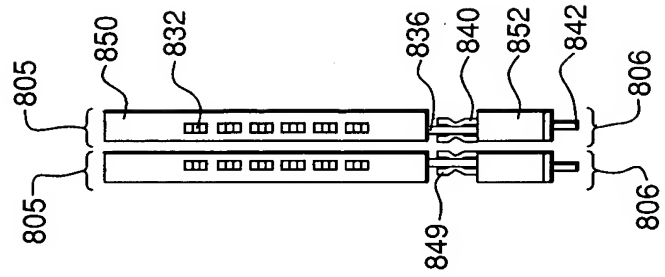


FIG. 10

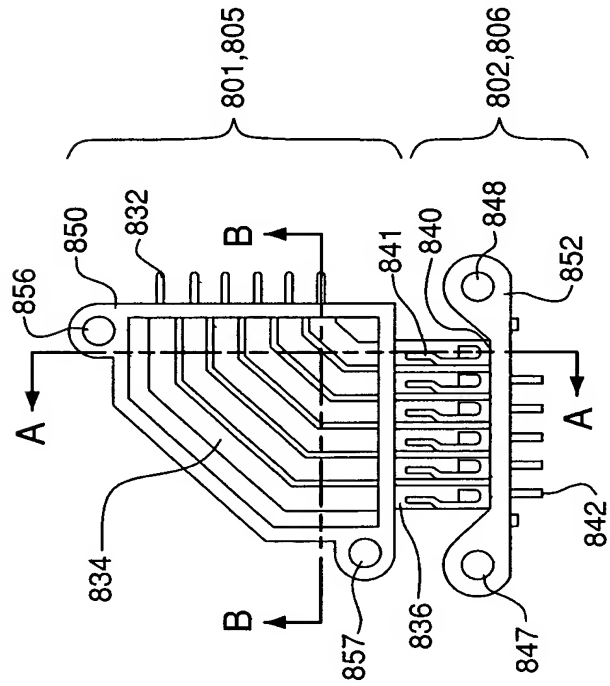


FIG. 9

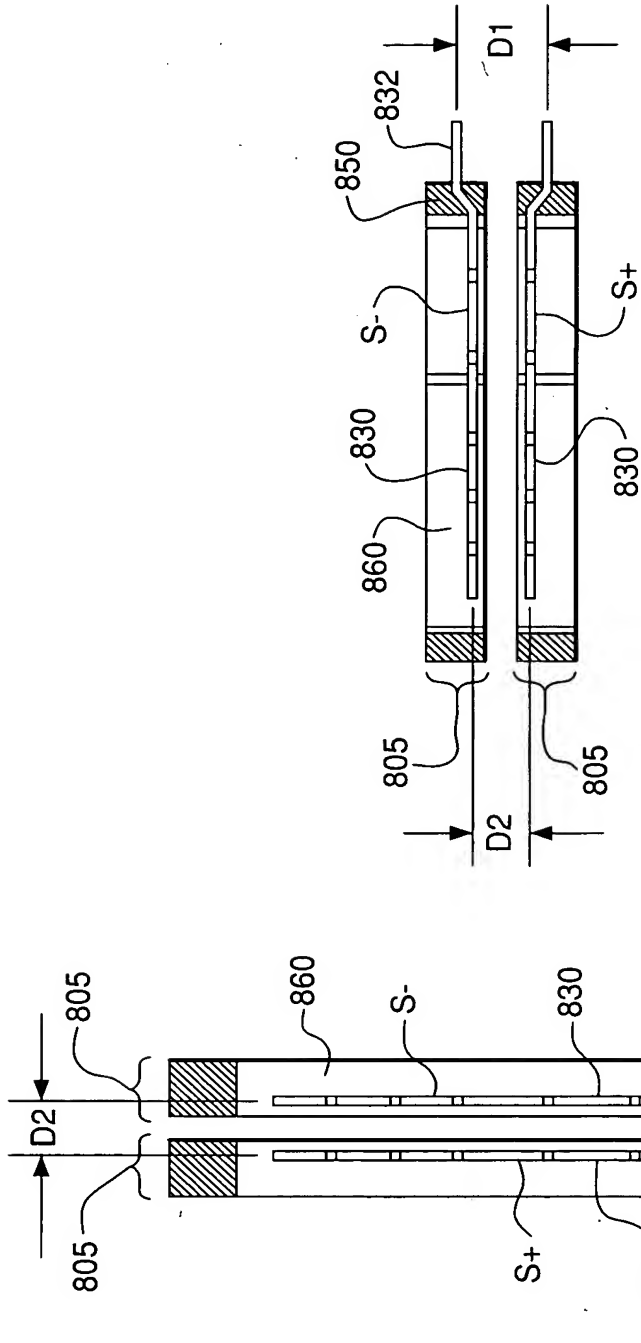


FIG. 13A

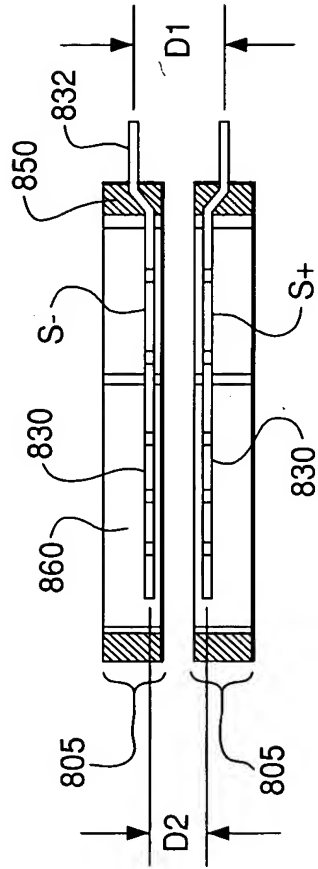


FIG. 12

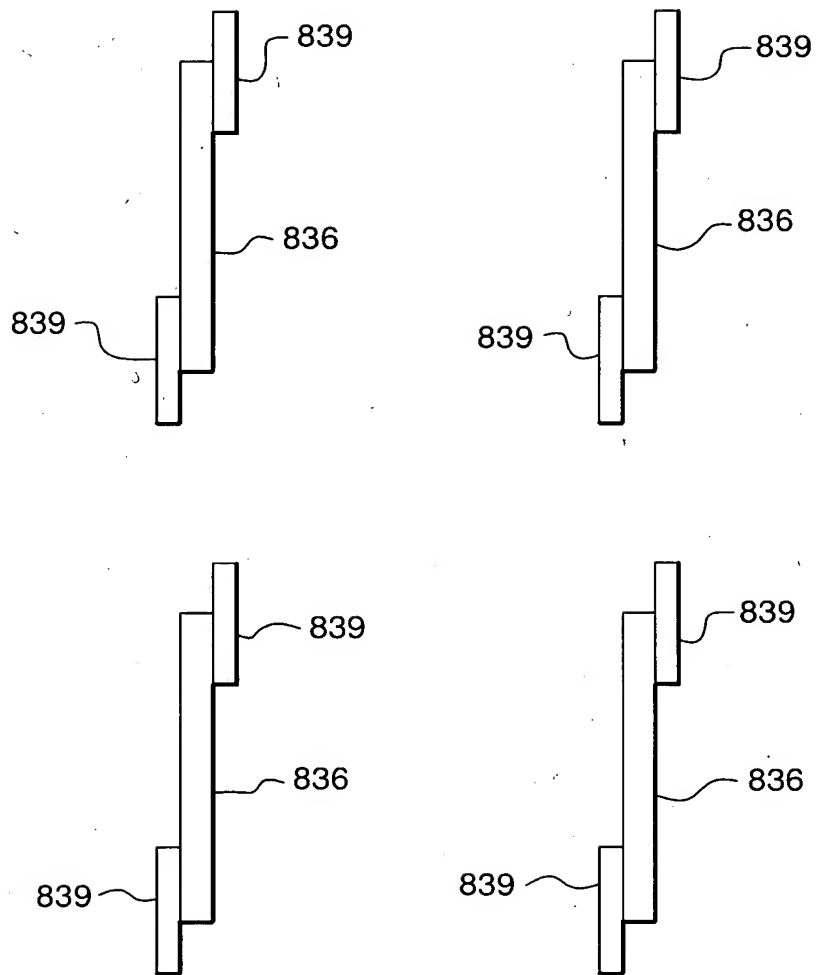


FIG. 13B

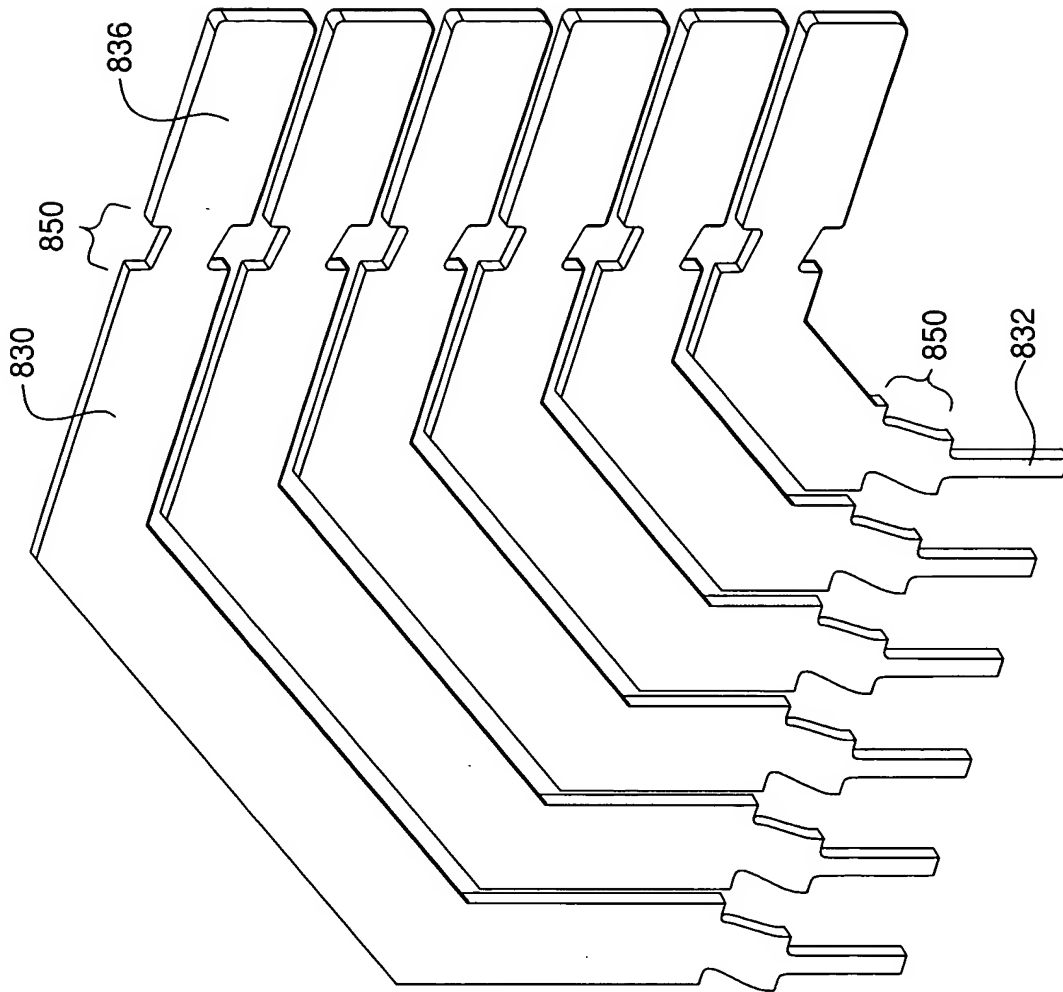


FIG. 14

840

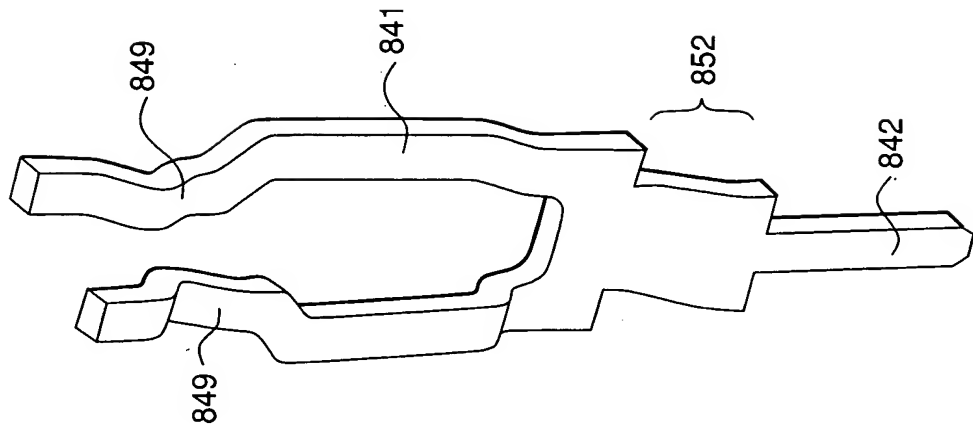


FIG. 15

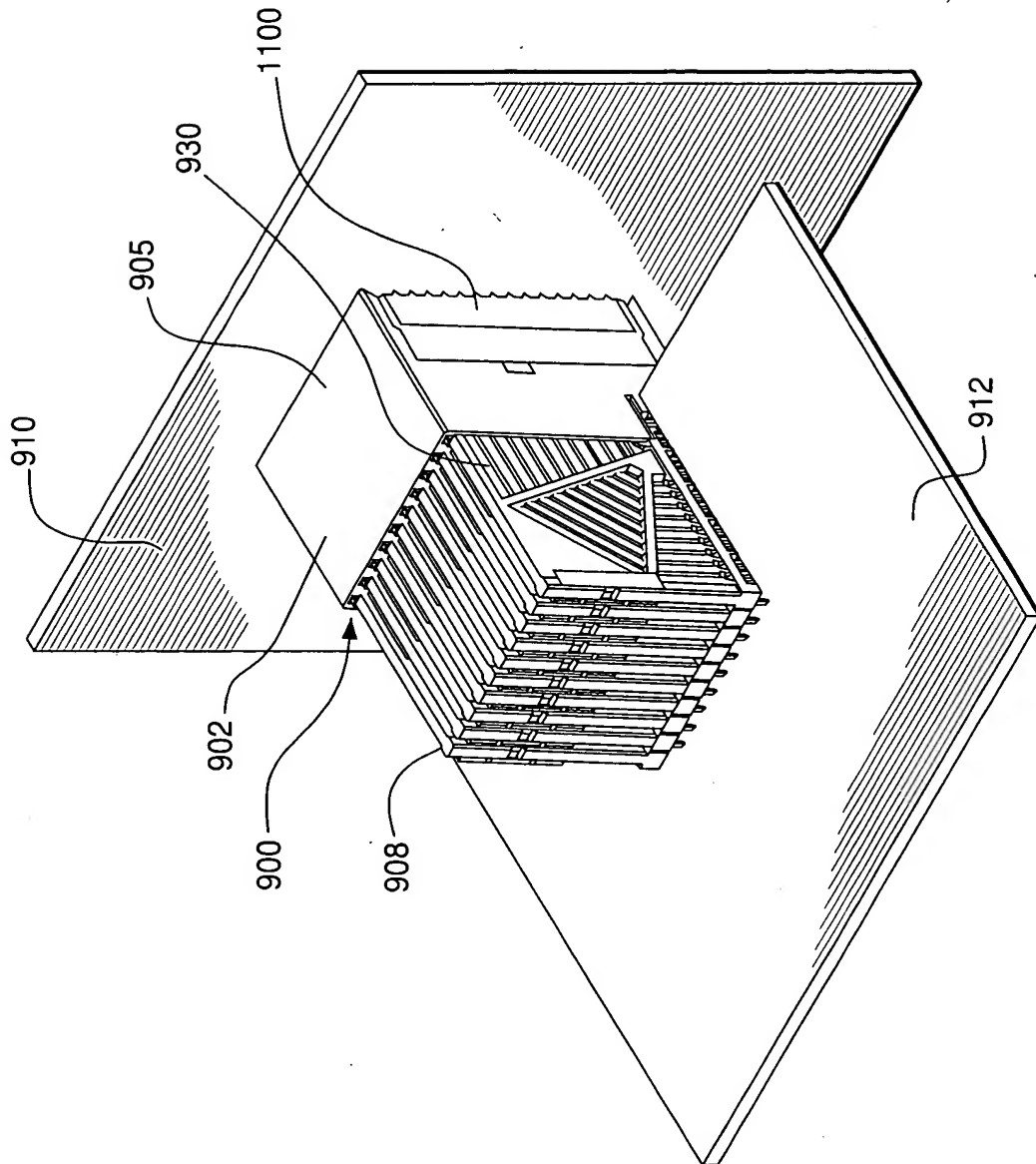


FIG. 16A

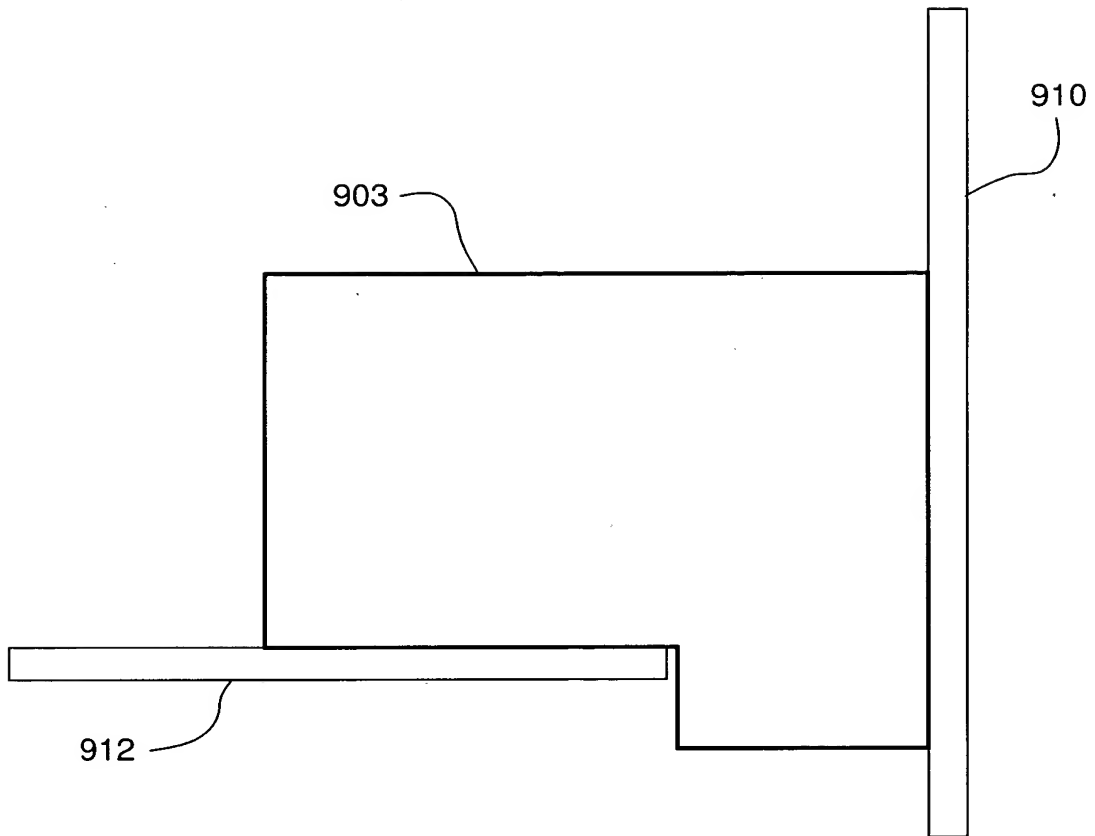


FIG. 16B

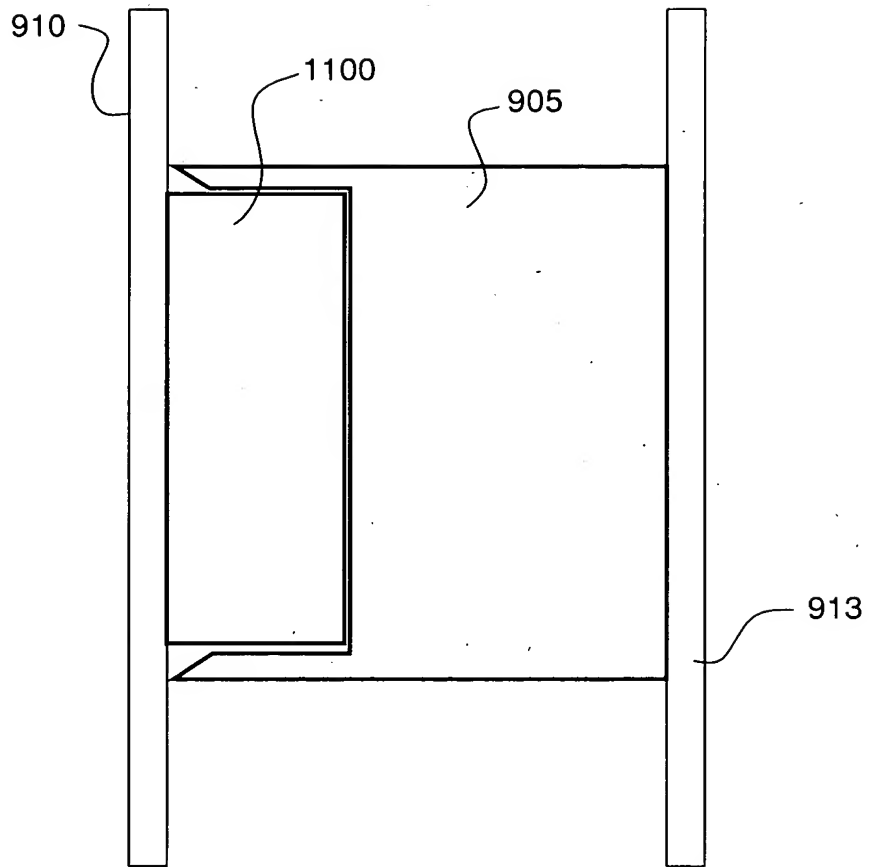


FIG. 16C

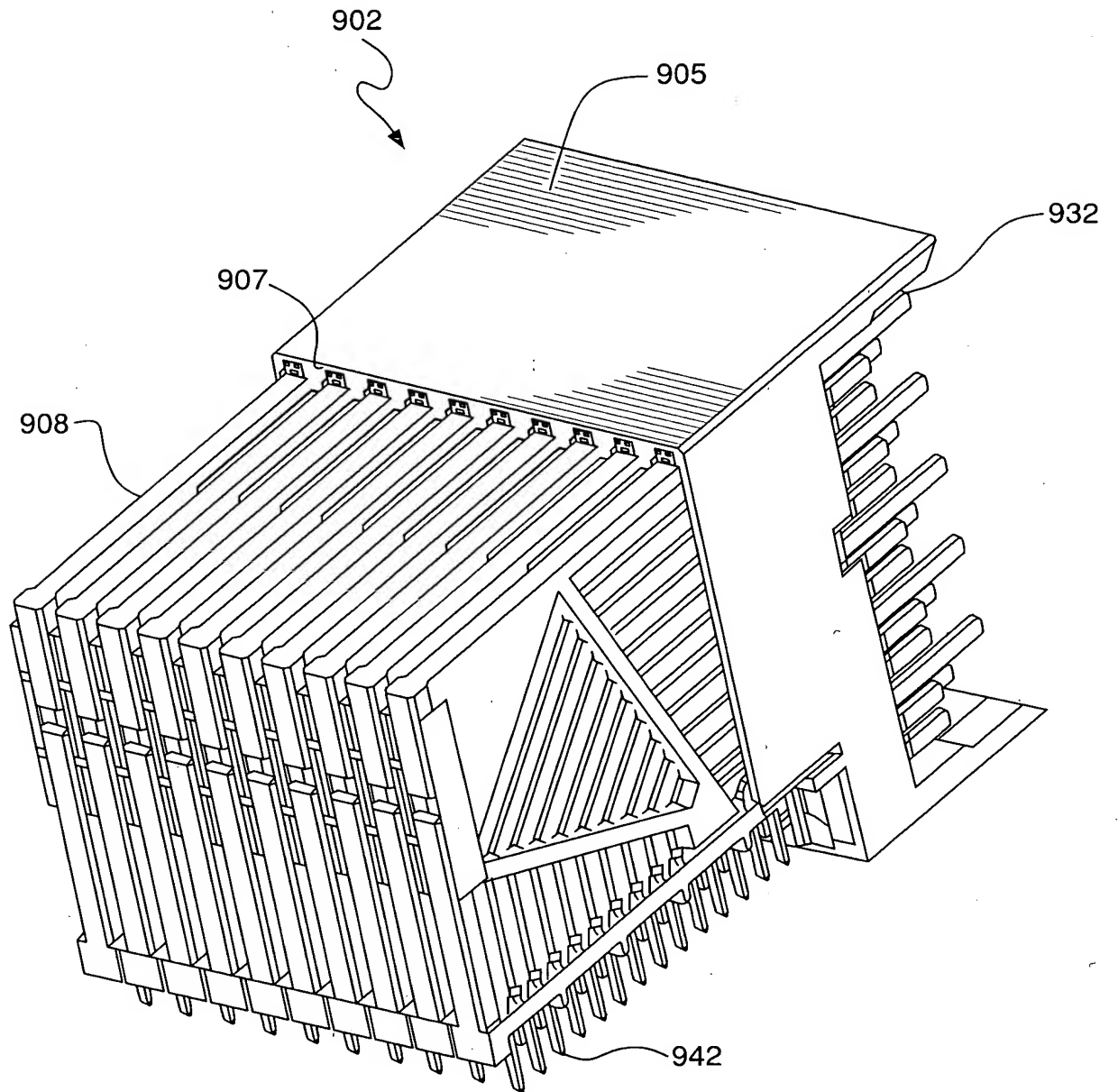


FIG. 17

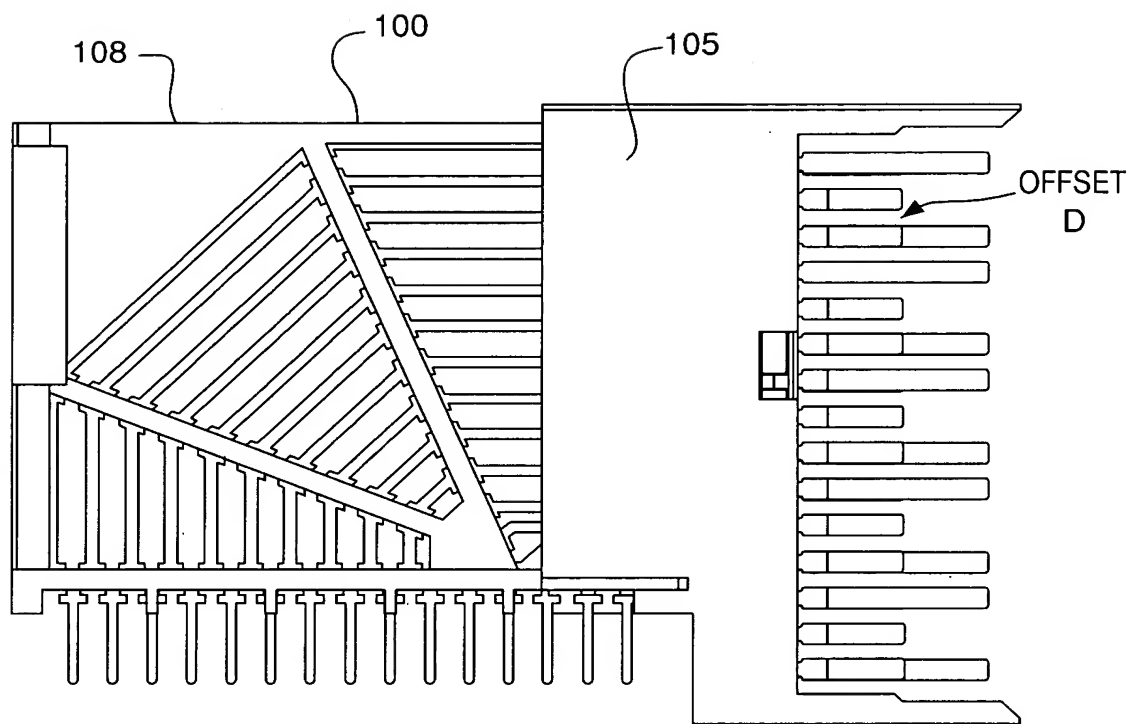


FIG. 18

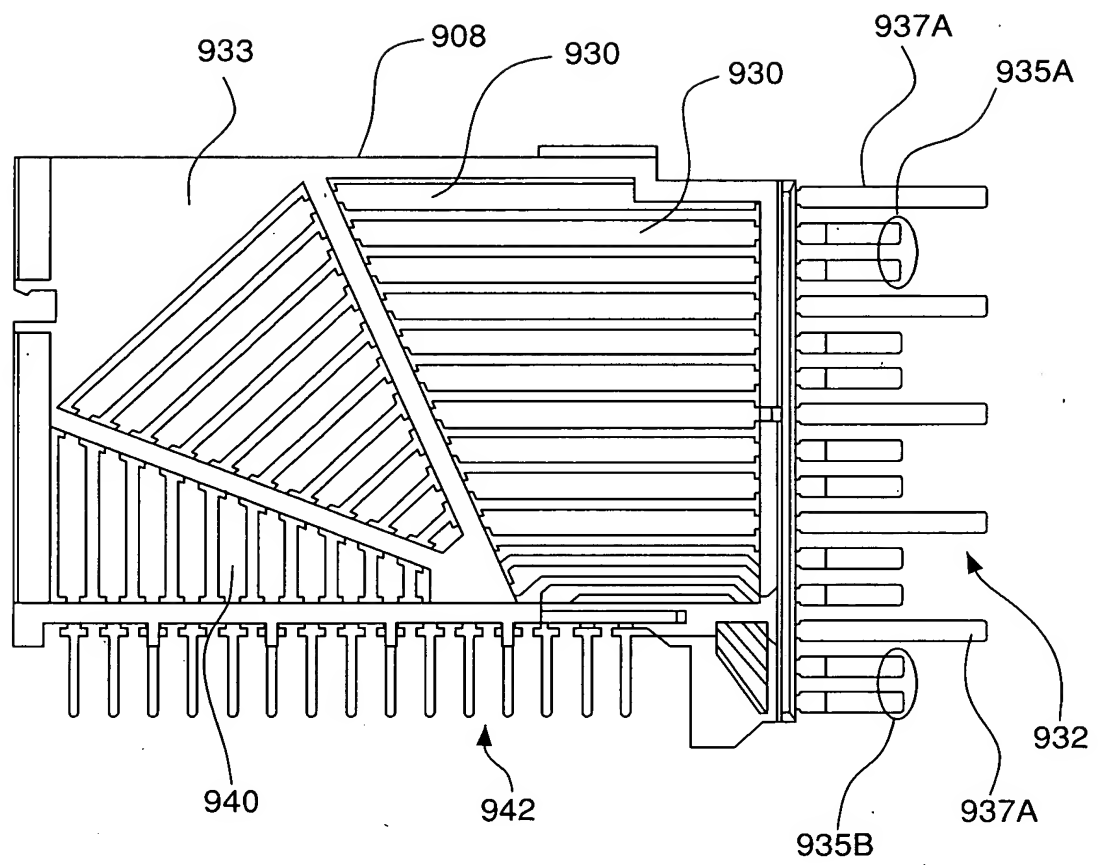


FIG. 19A

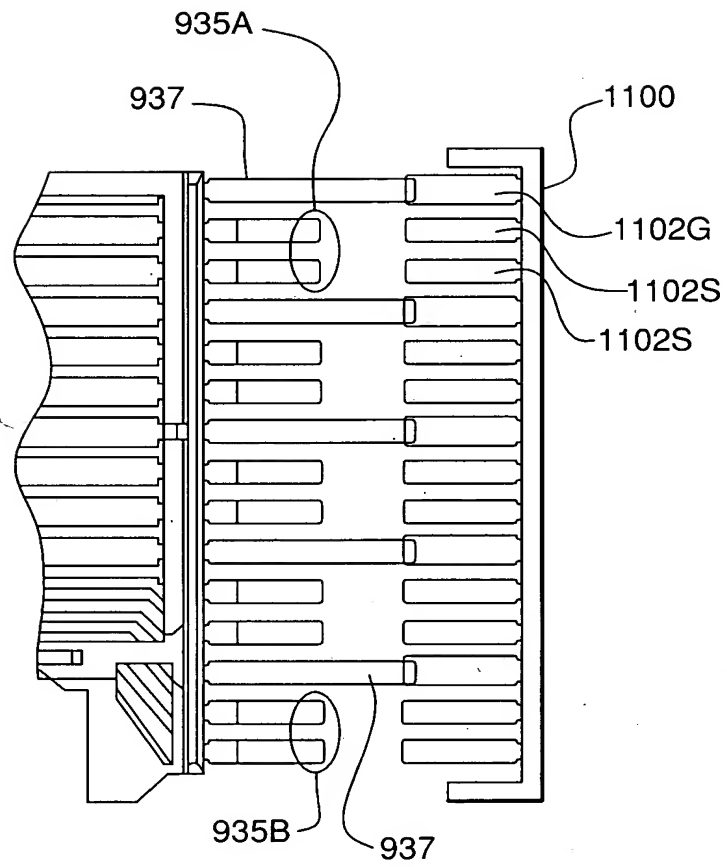


FIG. 19B

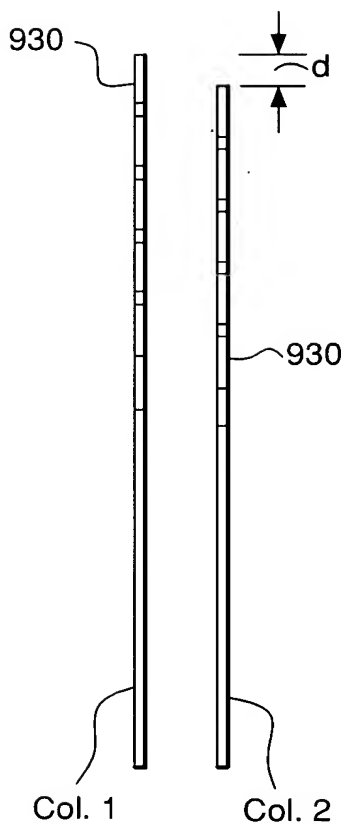


FIG. 20

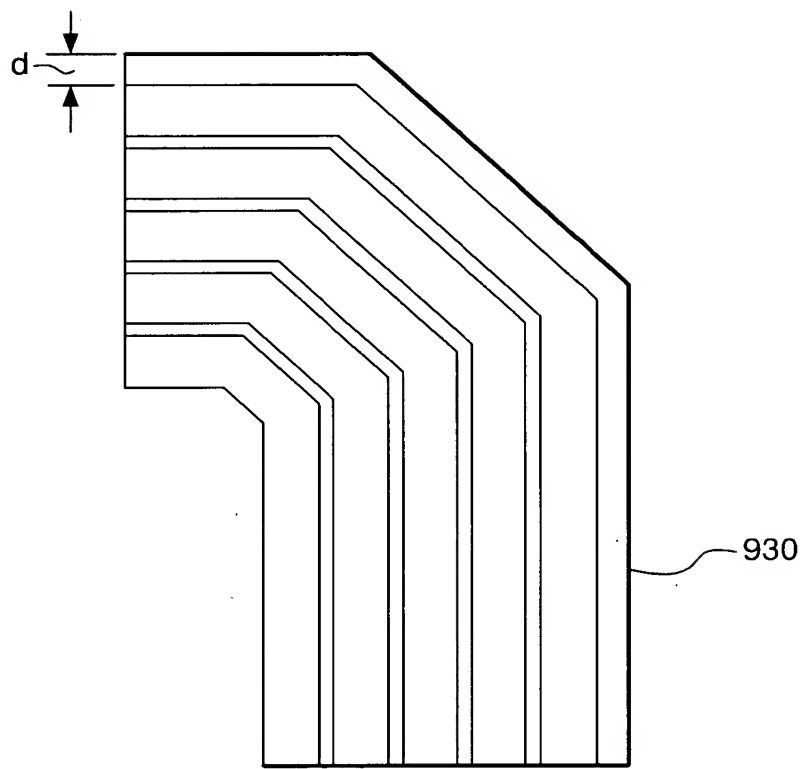


FIG. 21

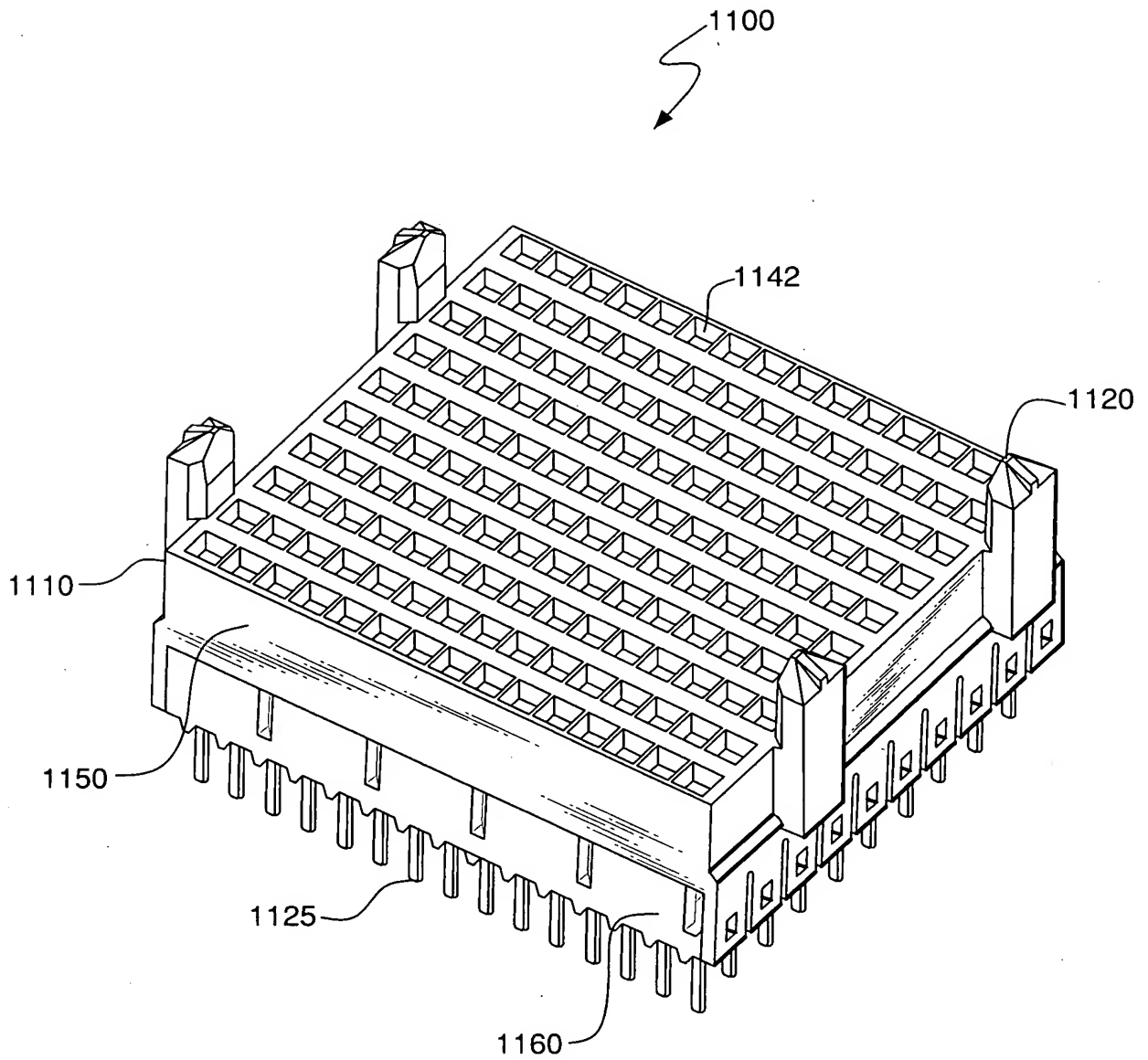


FIG. 22

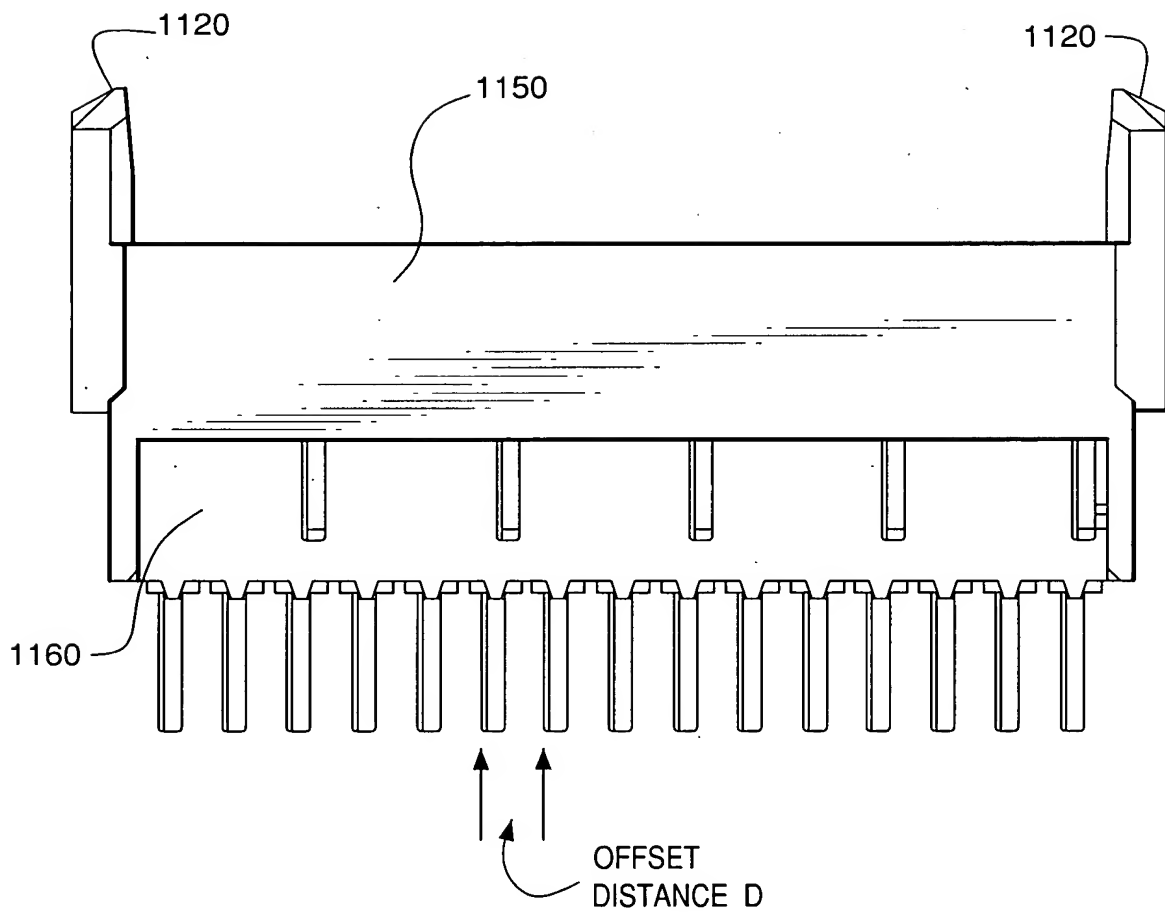


FIG. 23

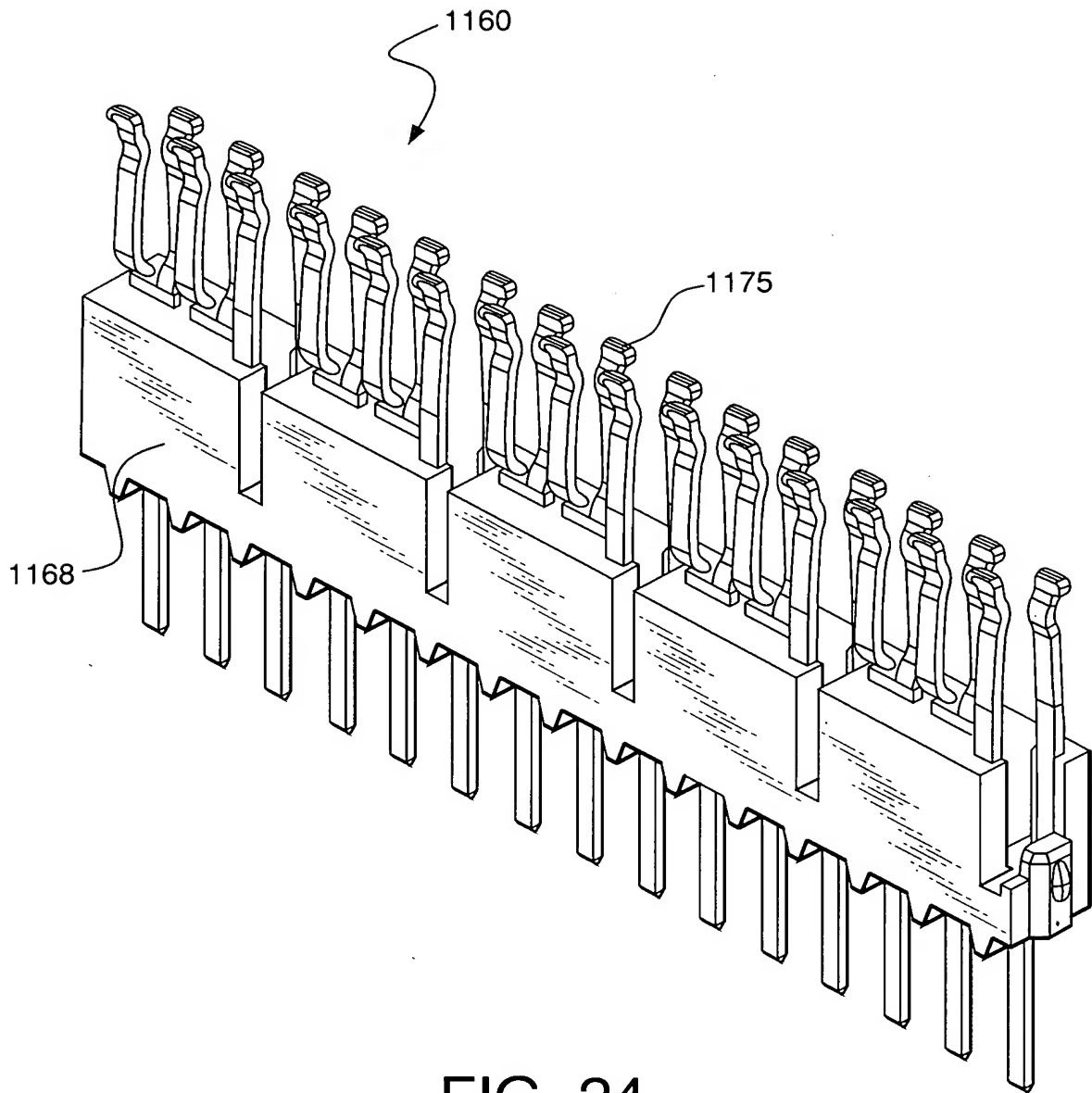


FIG. 24

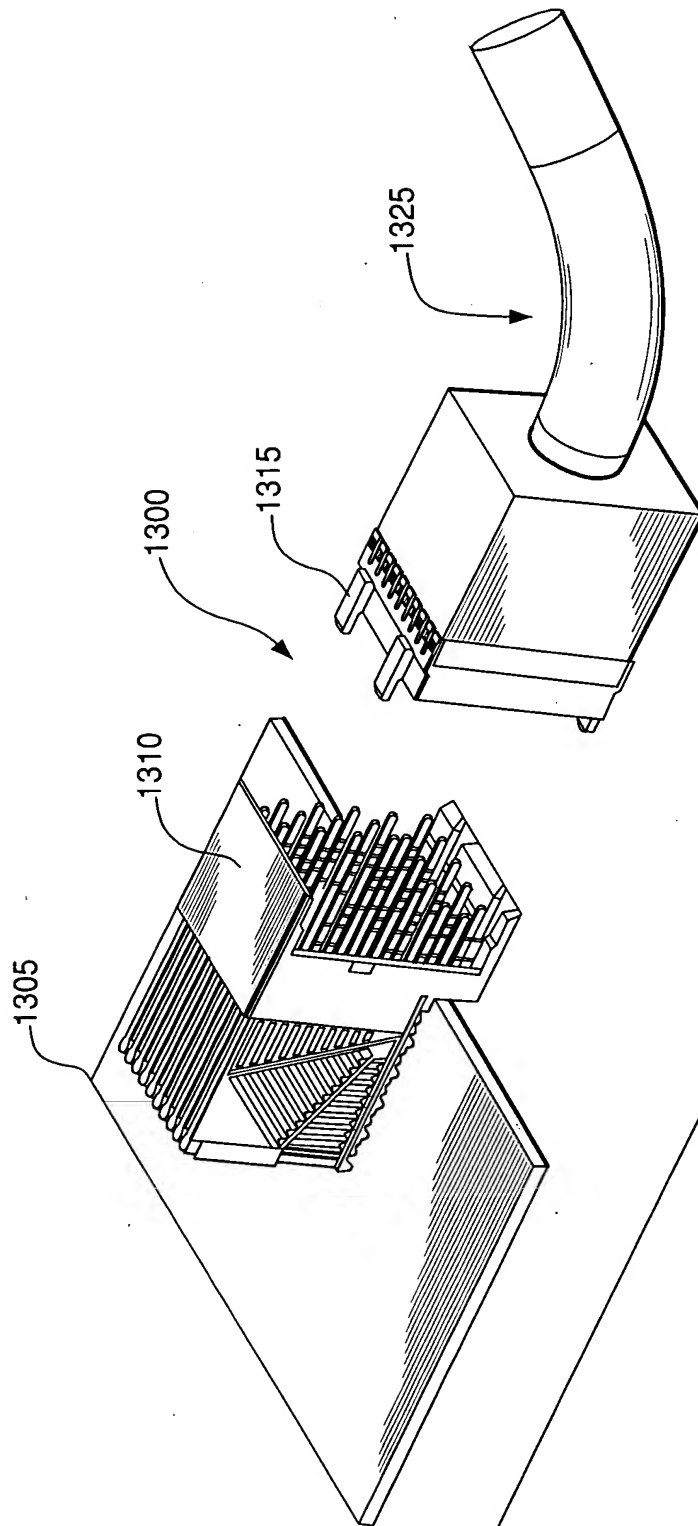


FIG. 25

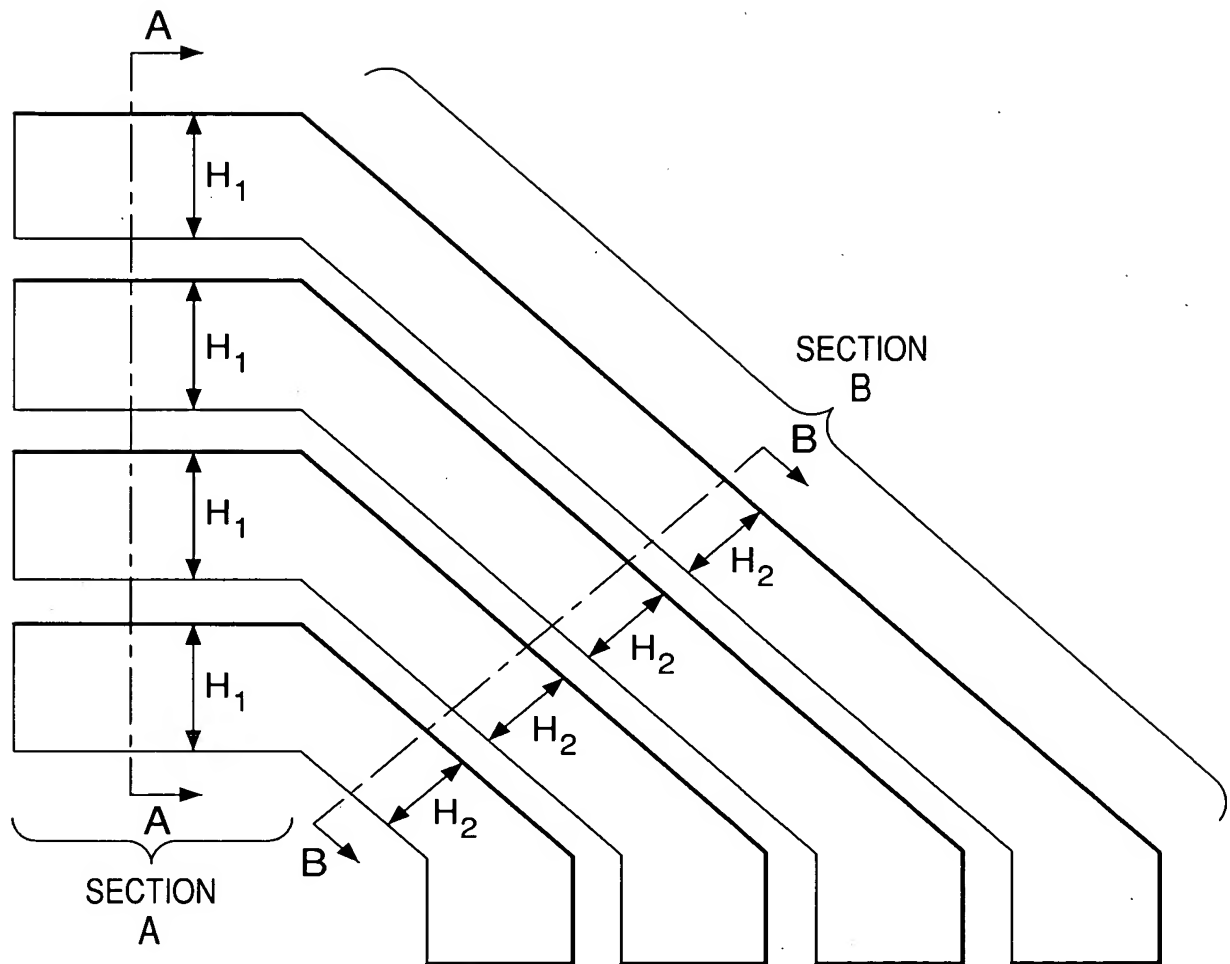
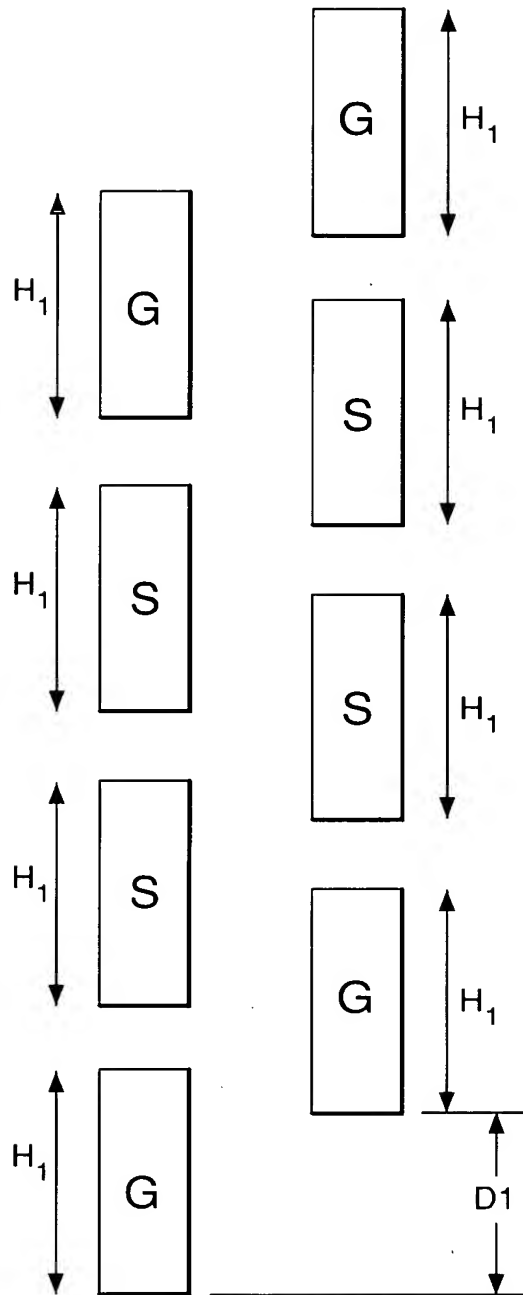
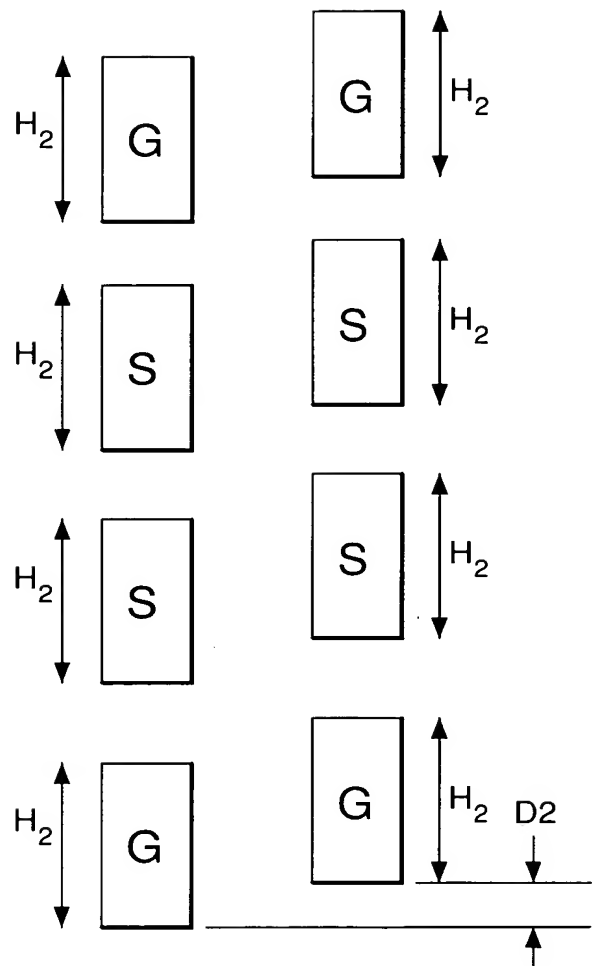


FIG. 26



Section A-A

FIG. 27



Section B-B

FIG. 28

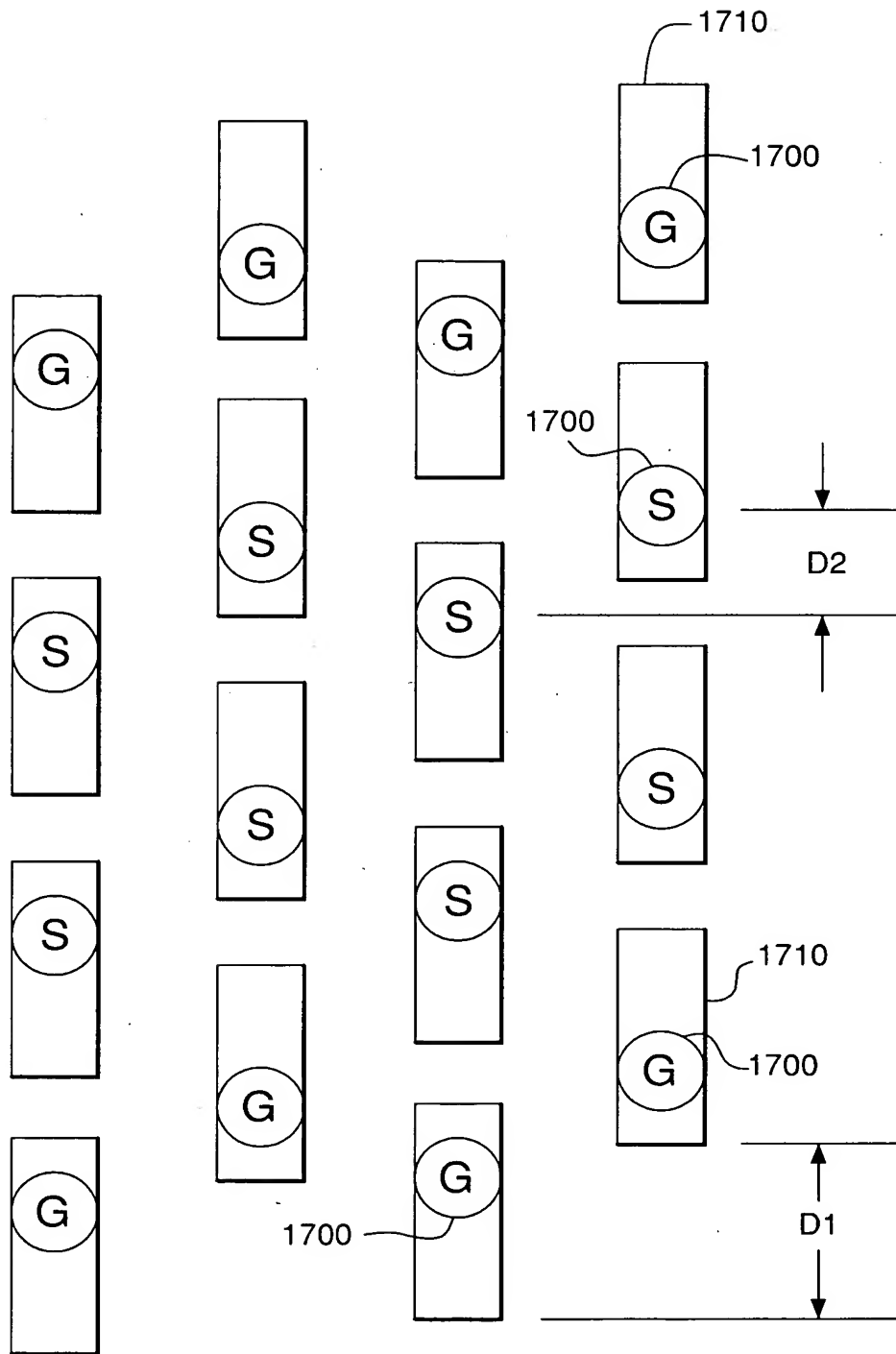


FIG. 29

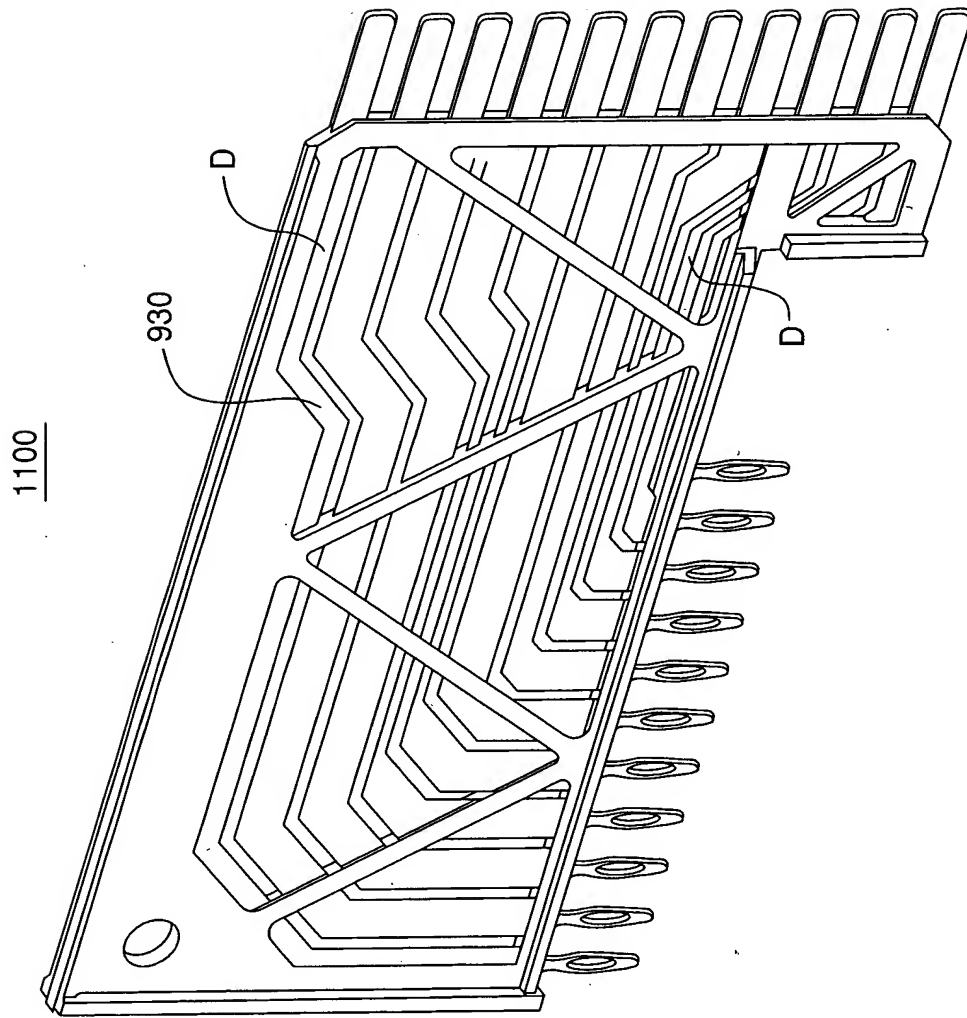


FIG. 30

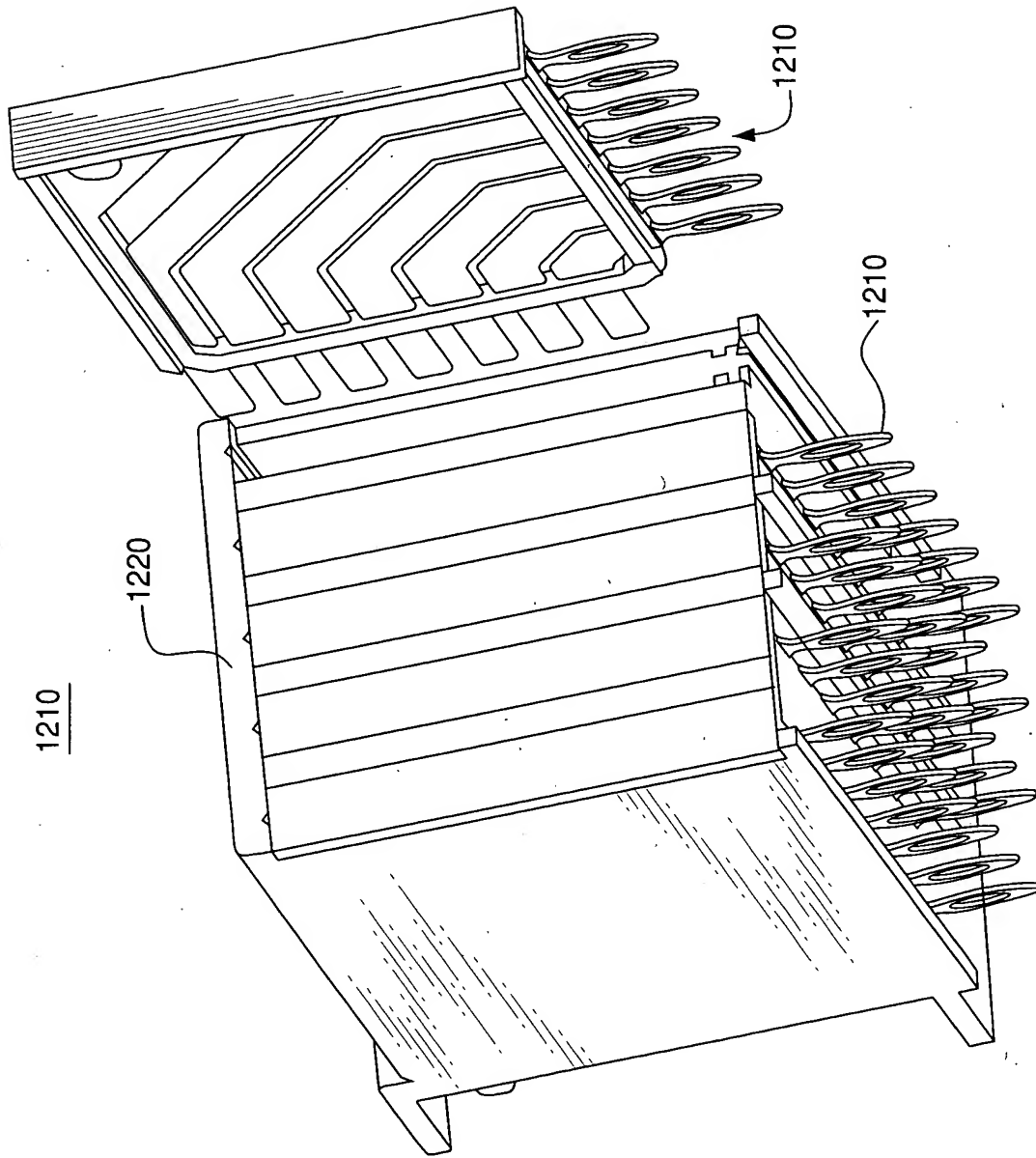


FIG. 31

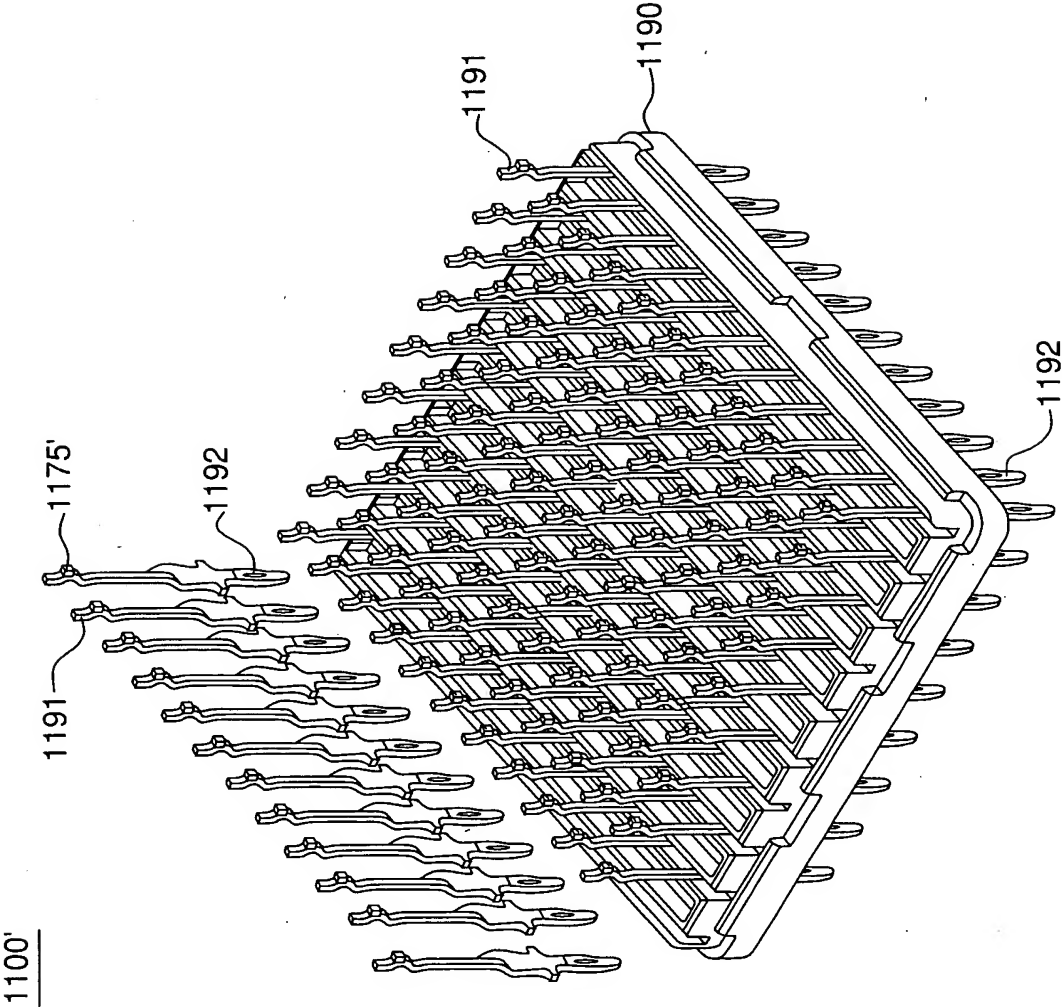


FIG. 32

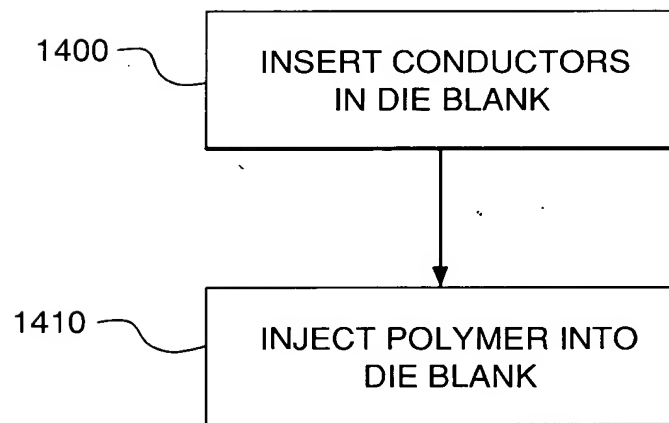


FIG. 33

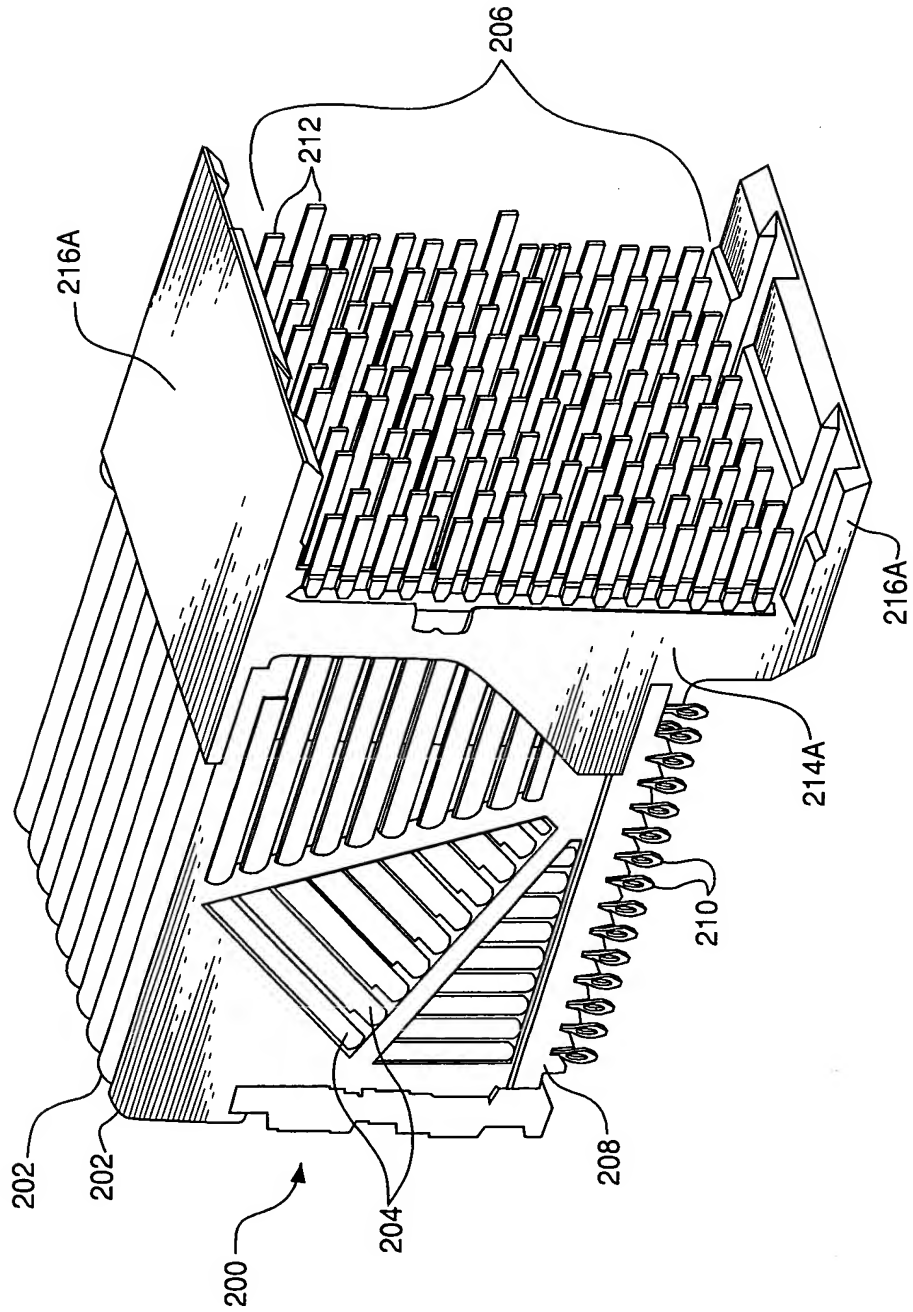


FIG. 34A

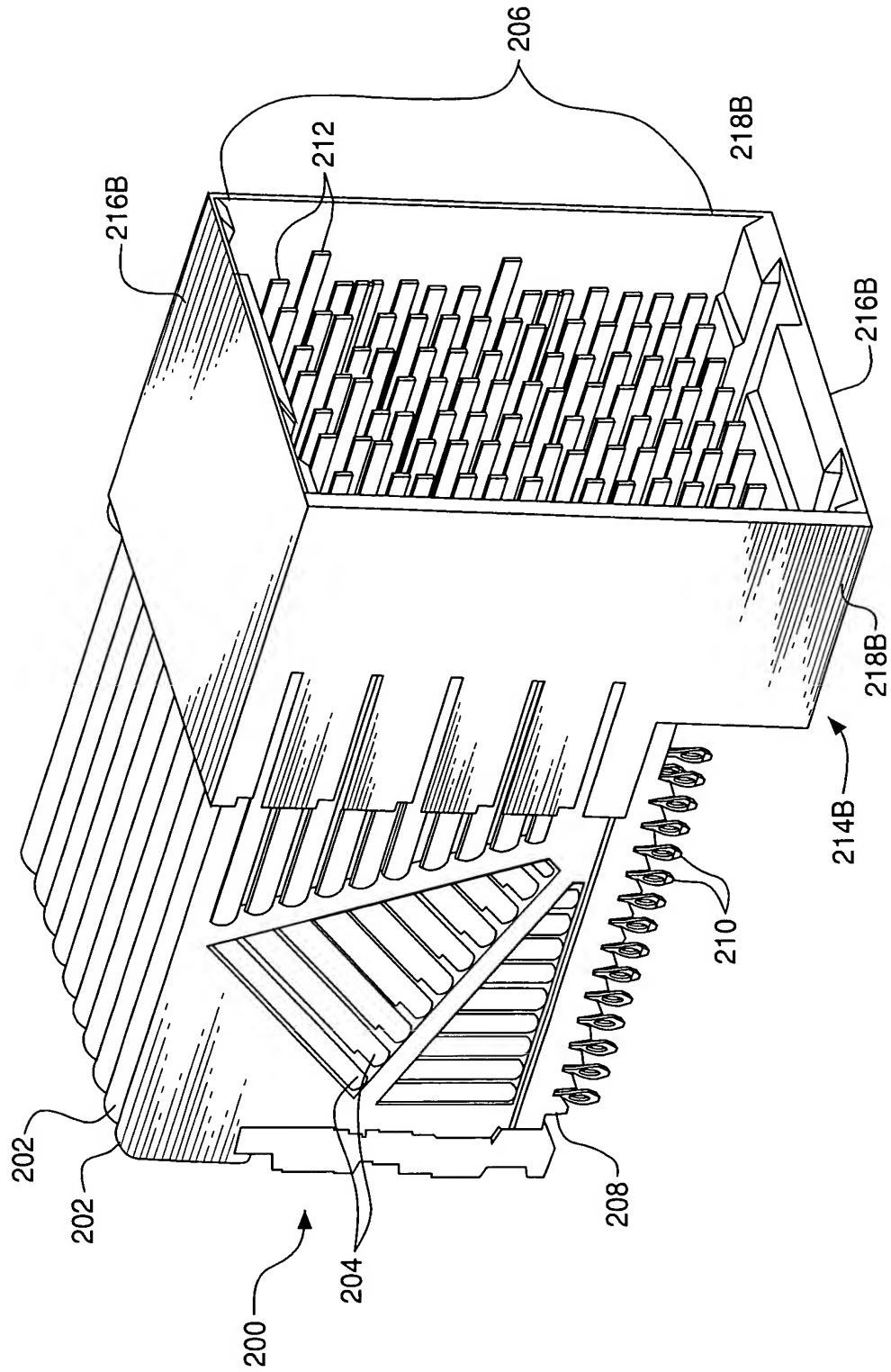


FIG. 34B

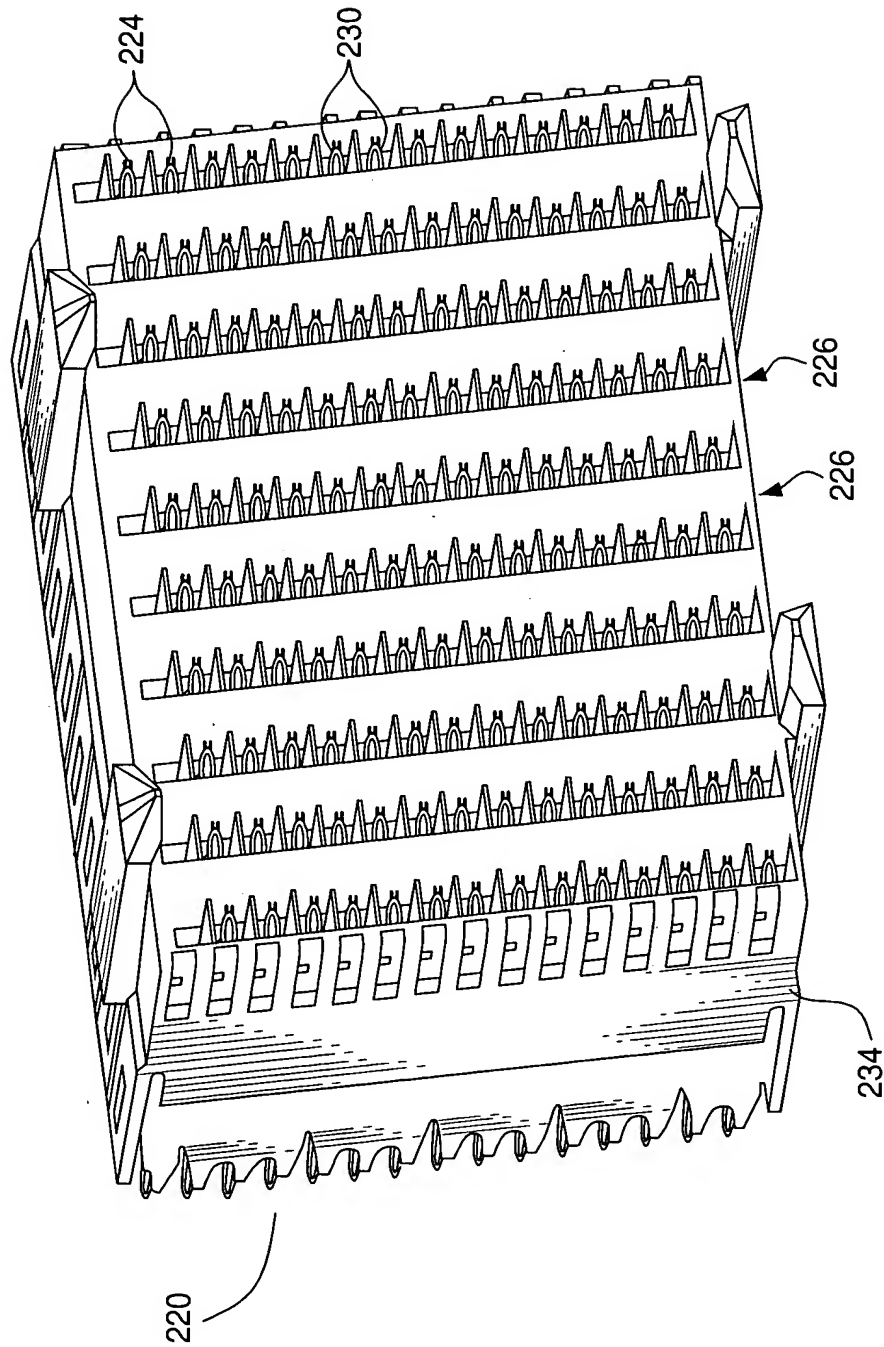


FIG. 35A

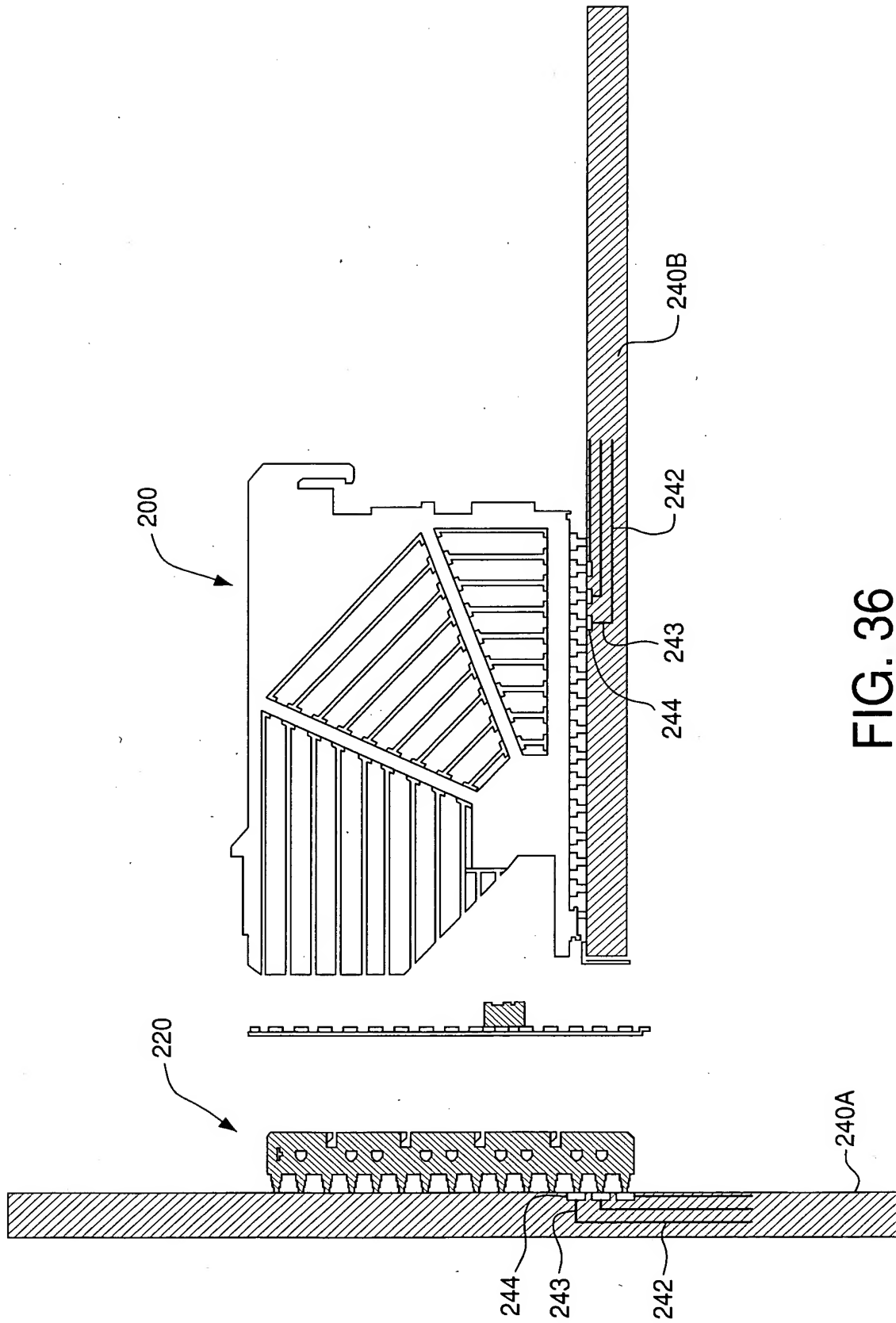


FIG. 36

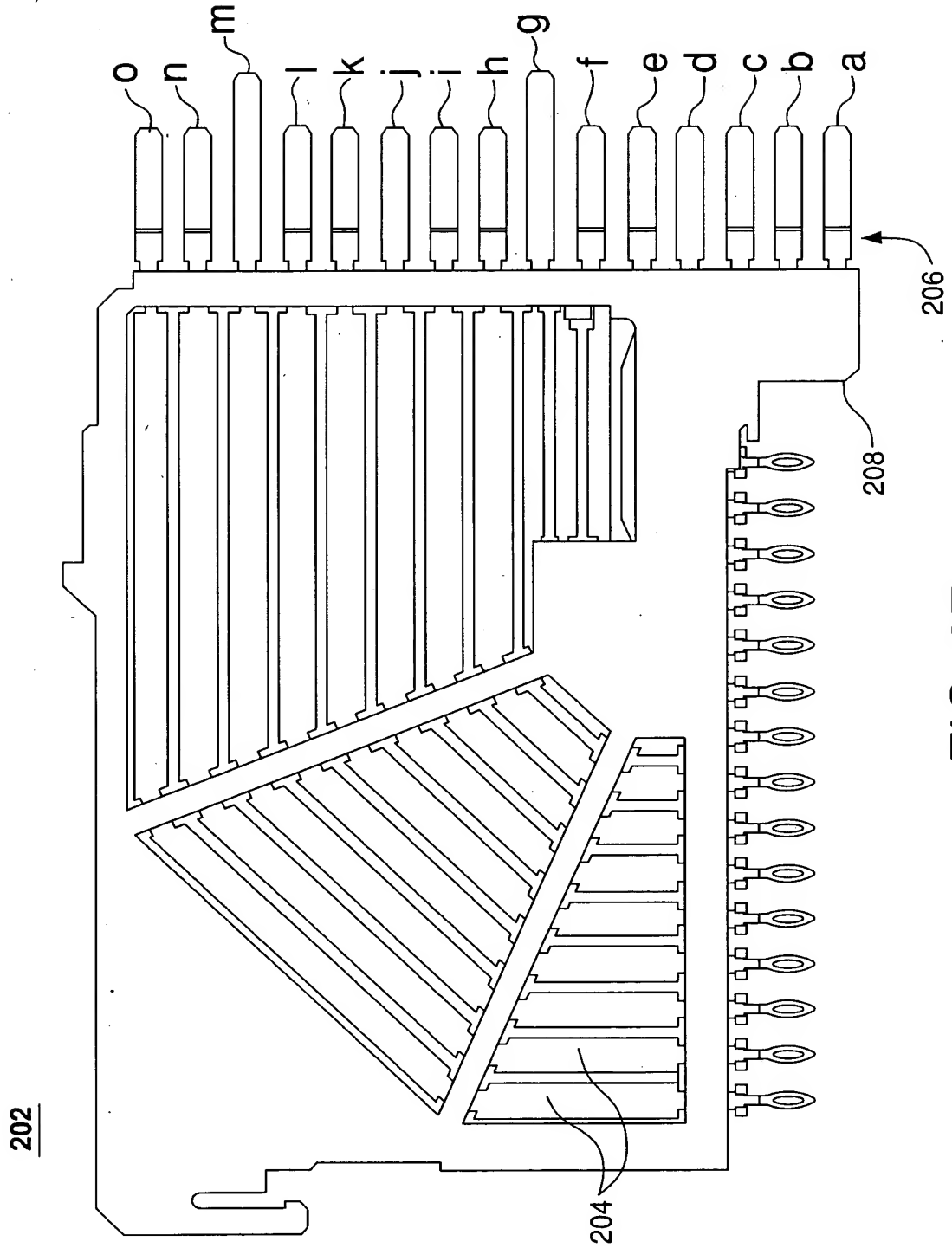


FIG. 37

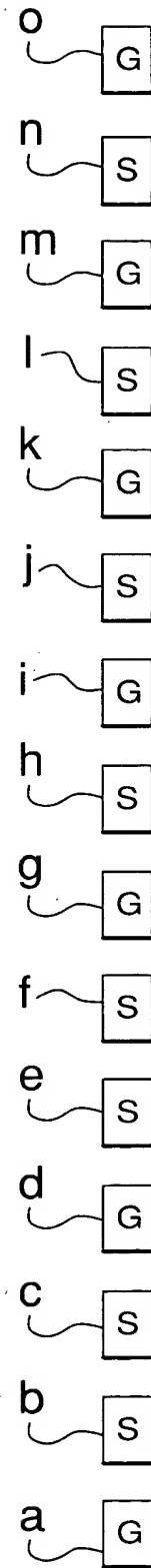
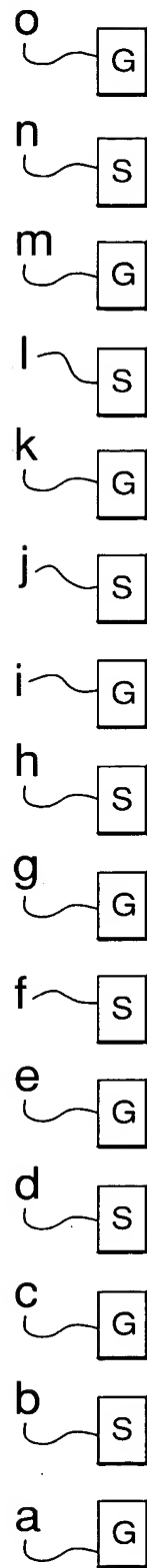
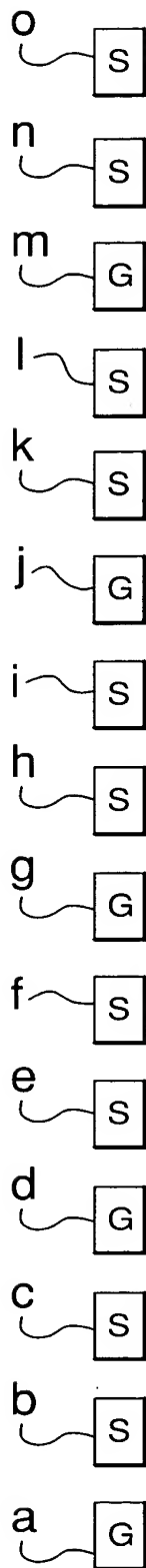


FIG. 38A

FIG. 38B

FIG. 38C

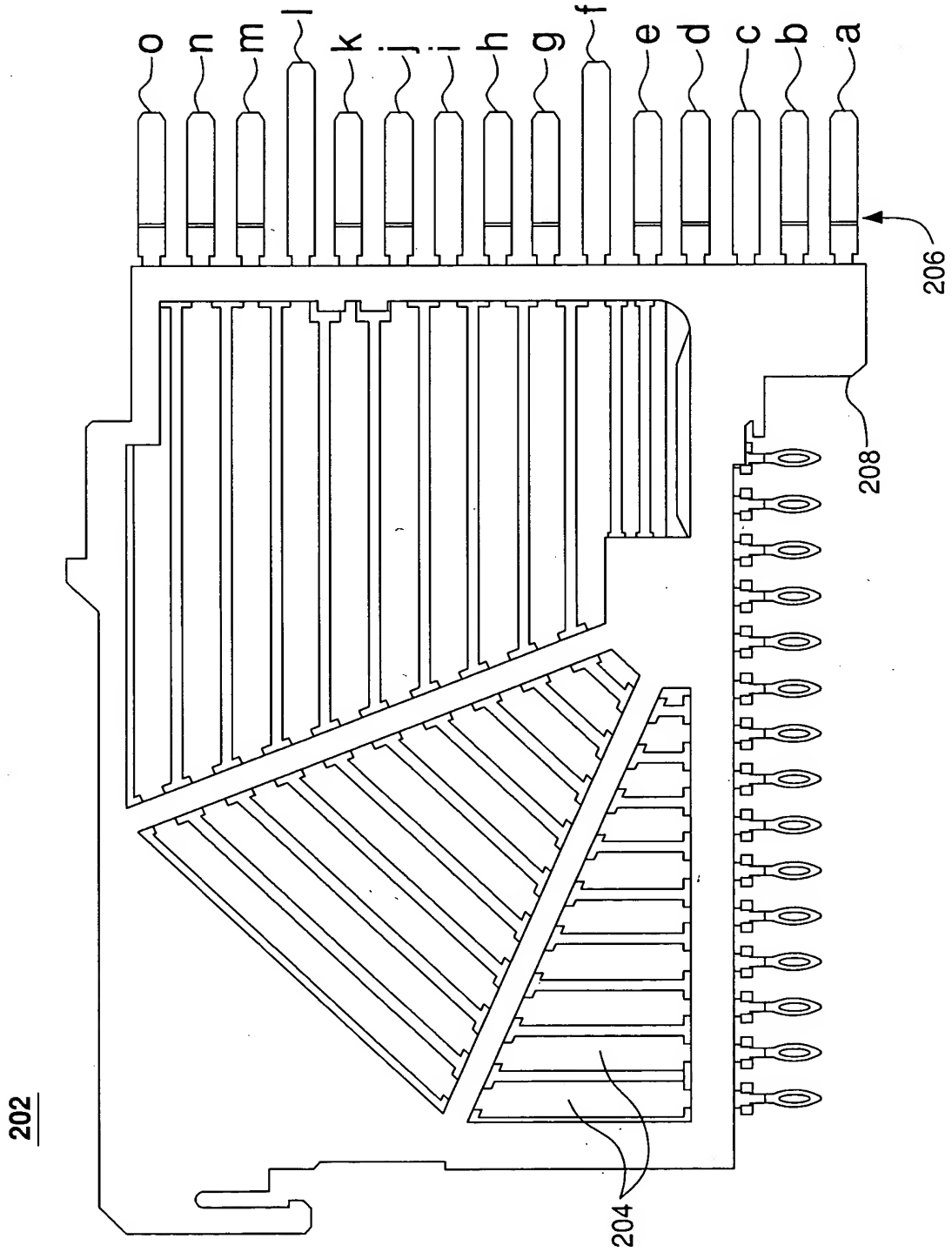


FIG. 39

47/68

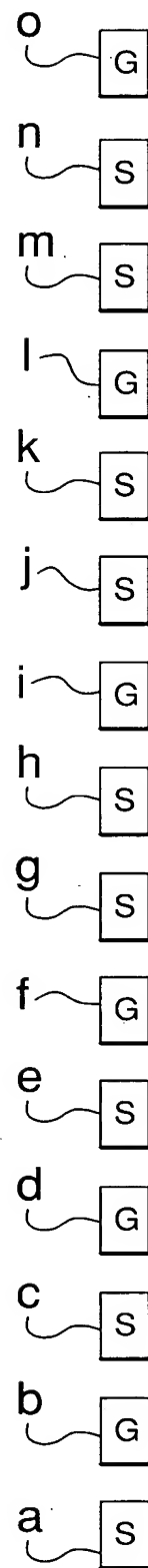
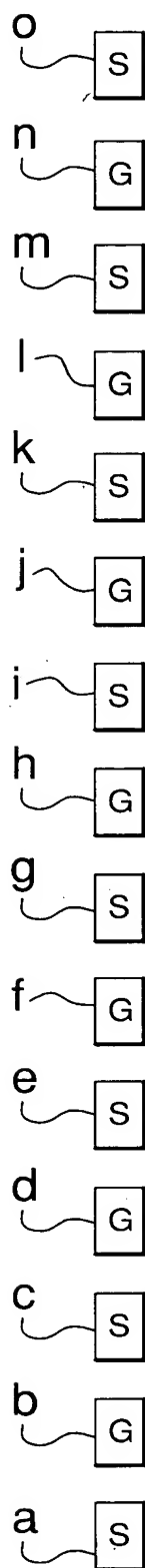
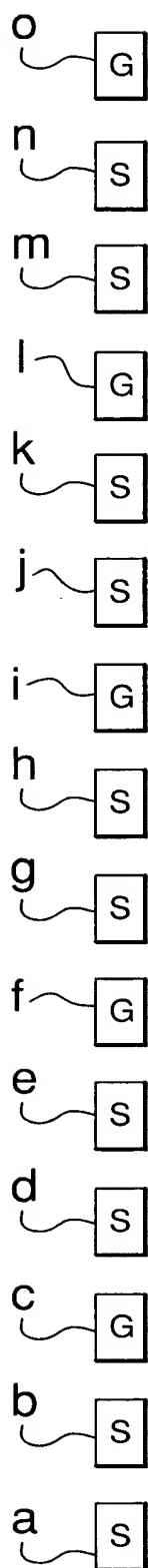


FIG. 40A

FIG. 40B

FIG. 40C

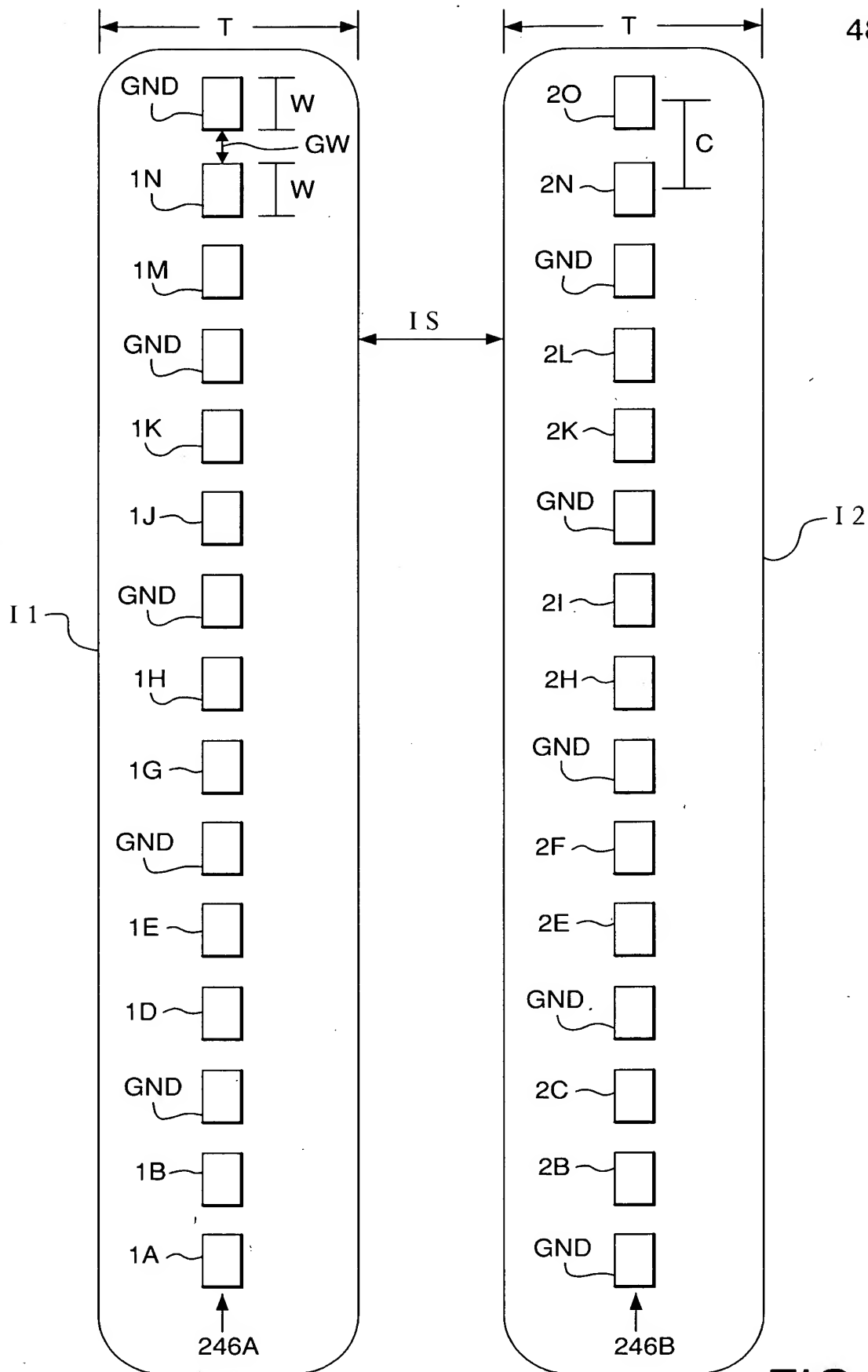


FIG. 41

IMPEDANCE

Differential AirMAX VS

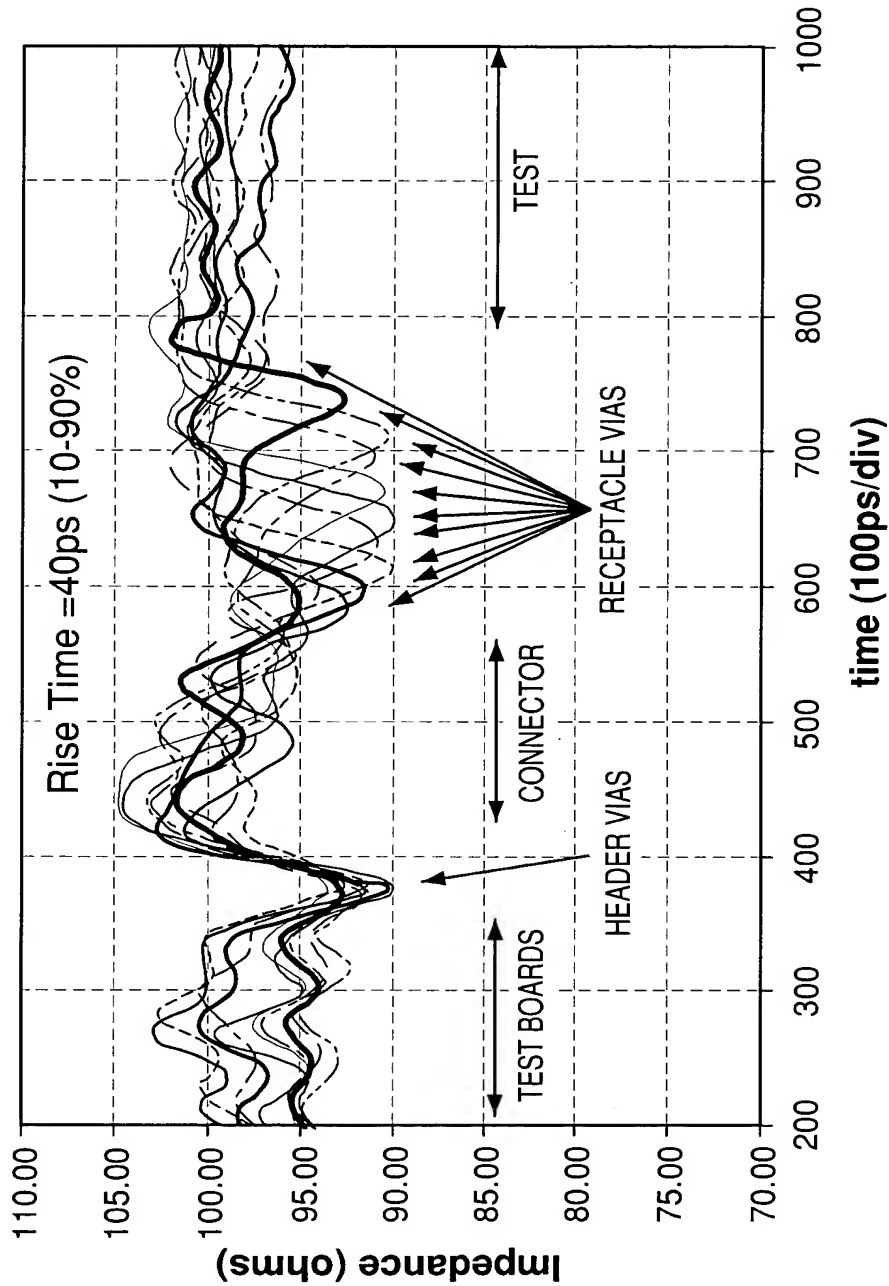


FIG. 42A

INSERTION LOSS

Differential AirMax VS

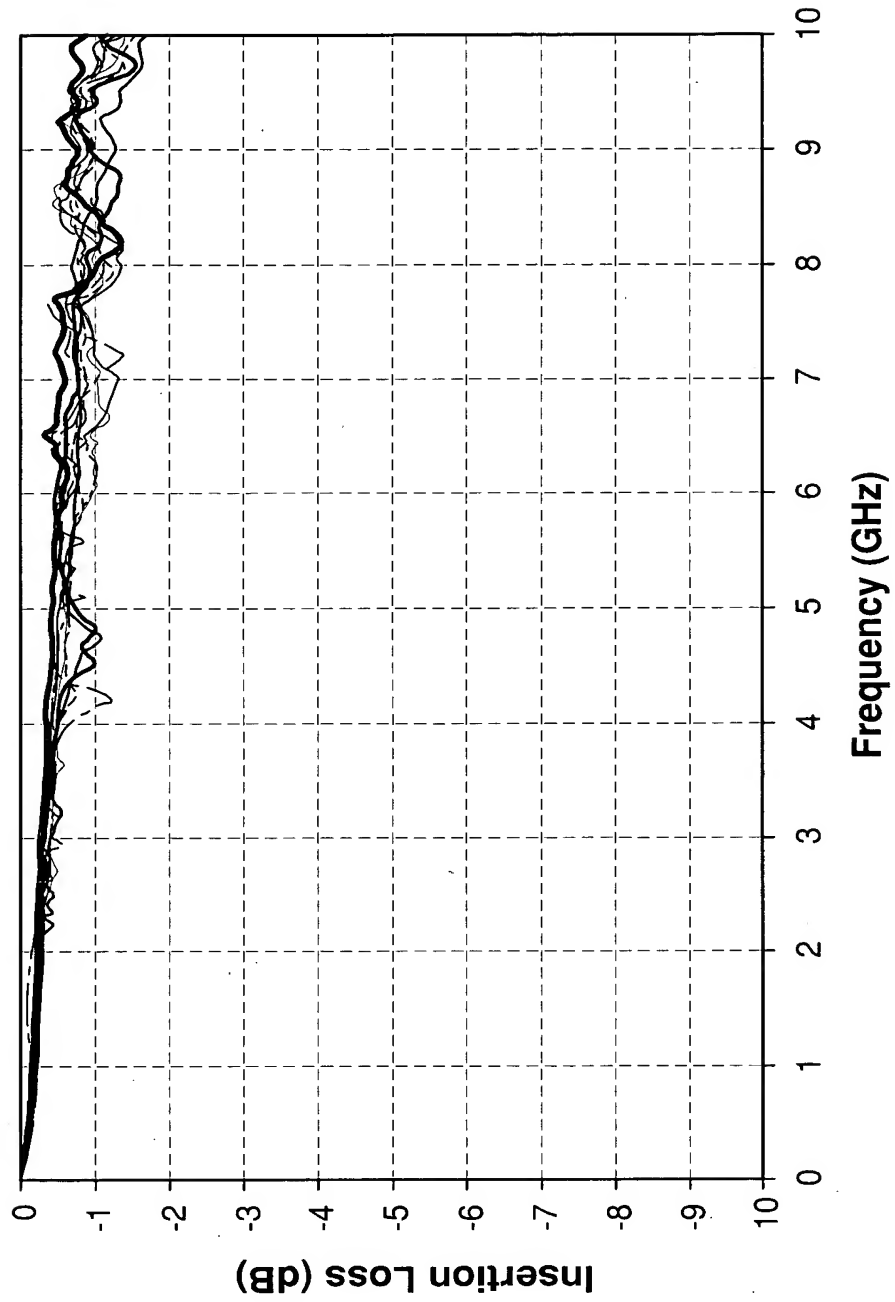


FIG. 42B

CROSSTALK

Worst-Case Multi-Active Near-End Crosstalk

	AB	BC	DE	EF	GH	HI	JK	KL	MN	NO
40ps (10-90%)	1.9	2.4	2.4	2.3	2.5	2.2	2.4	2.1	2.6	1.7
100ps (10-90%)	1.4	1.8	1.7	1.8	1.9	1.7	2.0	1.7	1.8	1.0

FIG. 42C

Worst-Case Multi-Active Far-End Crosstalk

	AB	BC	DE	EF	GH	HI	JK	KL	MN	NO
40ps (10-90%)	2.7	1.8	5.0	3.4	4.2	3.2	4.1	2.9	2.4	1.1
100ps (10-90%)	1.3	0.8	2.2	1.5	1.9	1.4	1.8	1.3	1.1	0.5

FIG. 42D

52/68

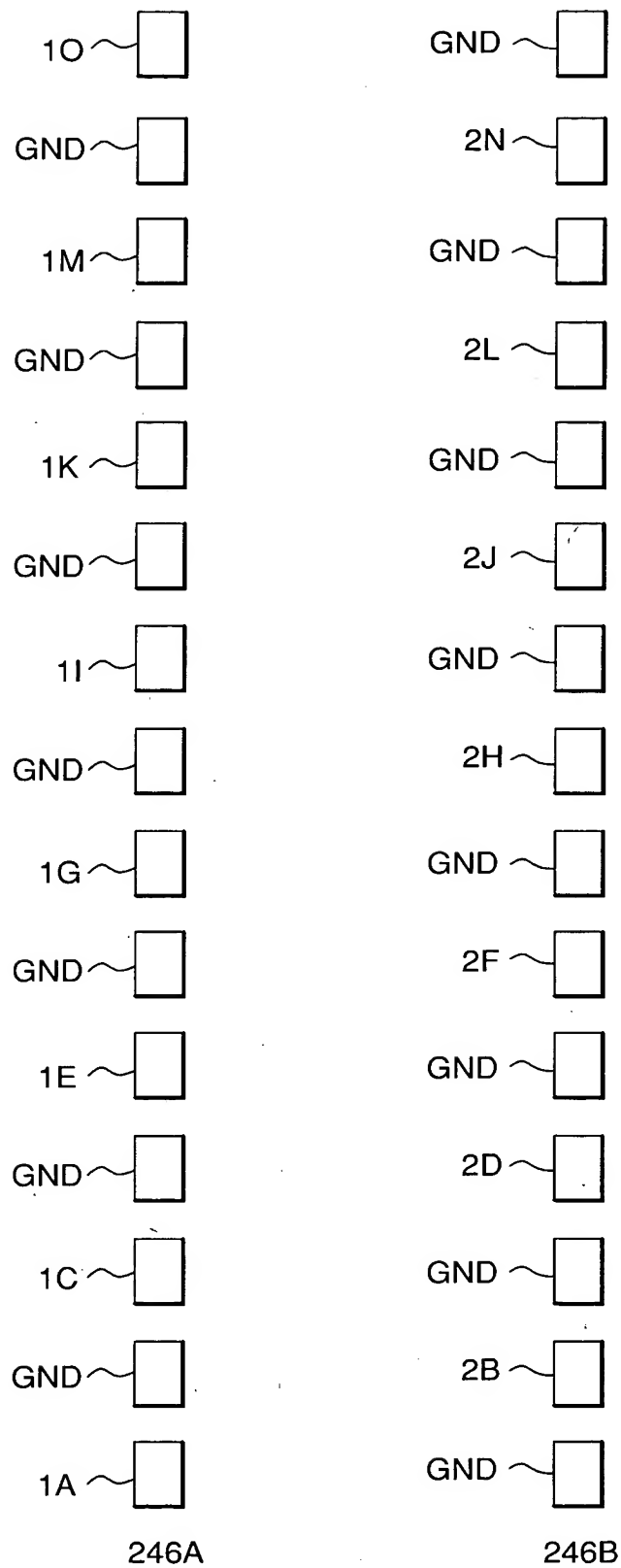


FIG.43

IMPEDANCE Single-Ended AirMax VS

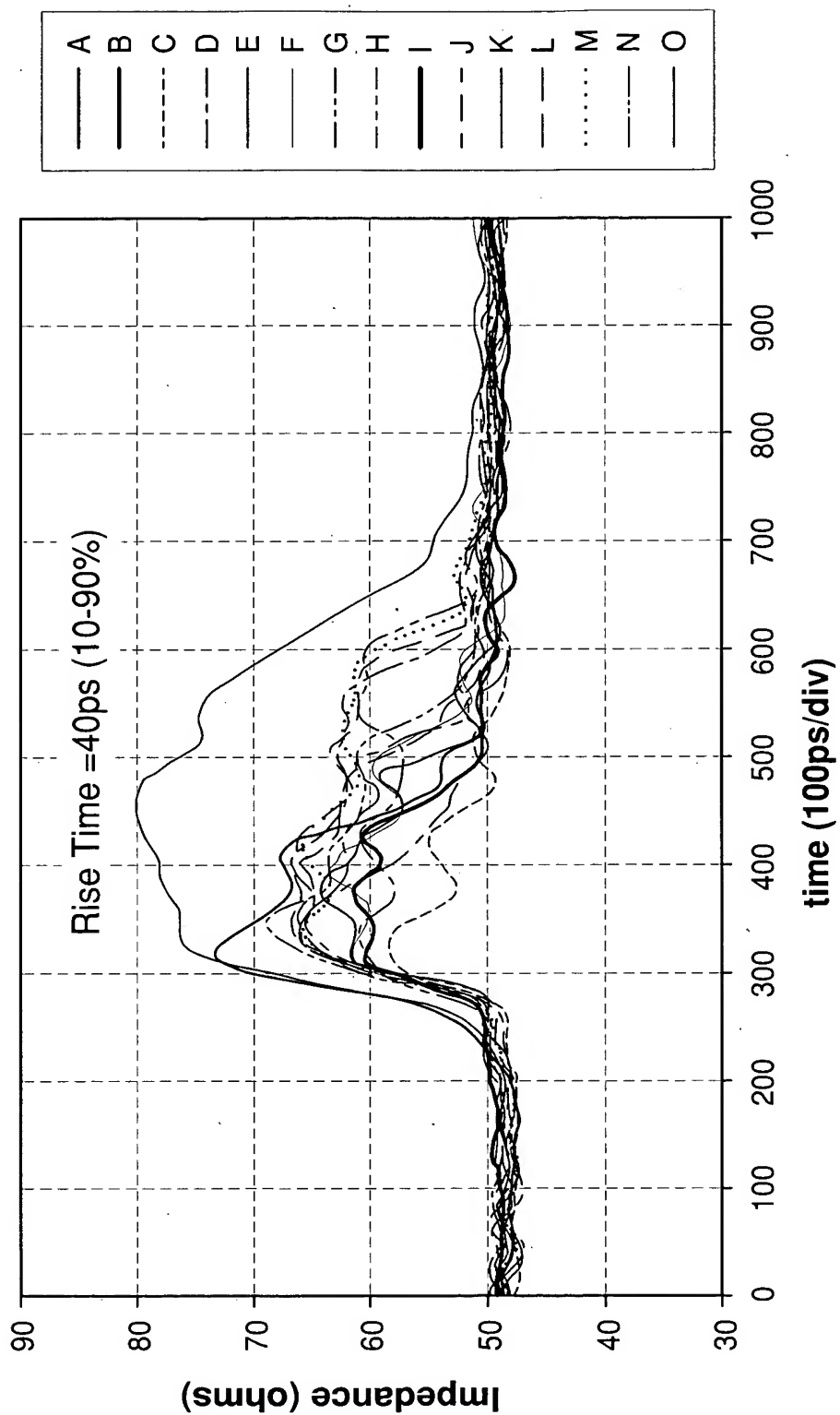


FIG. 44A

IMPEDANCE

Single-Ended AirMax VS

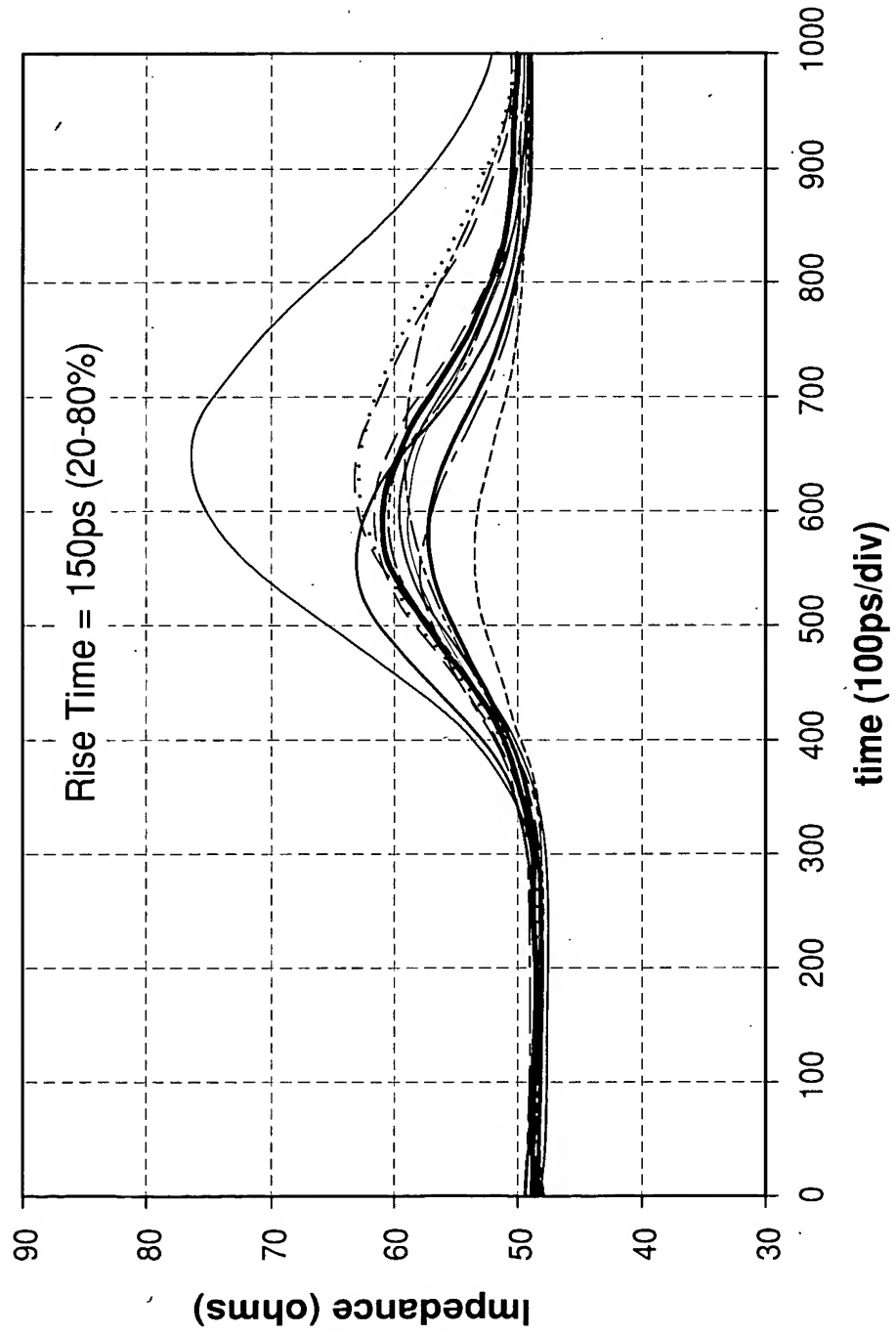


FIG. 44B

INSERTION LOSS

Single-Ended AirMax VS

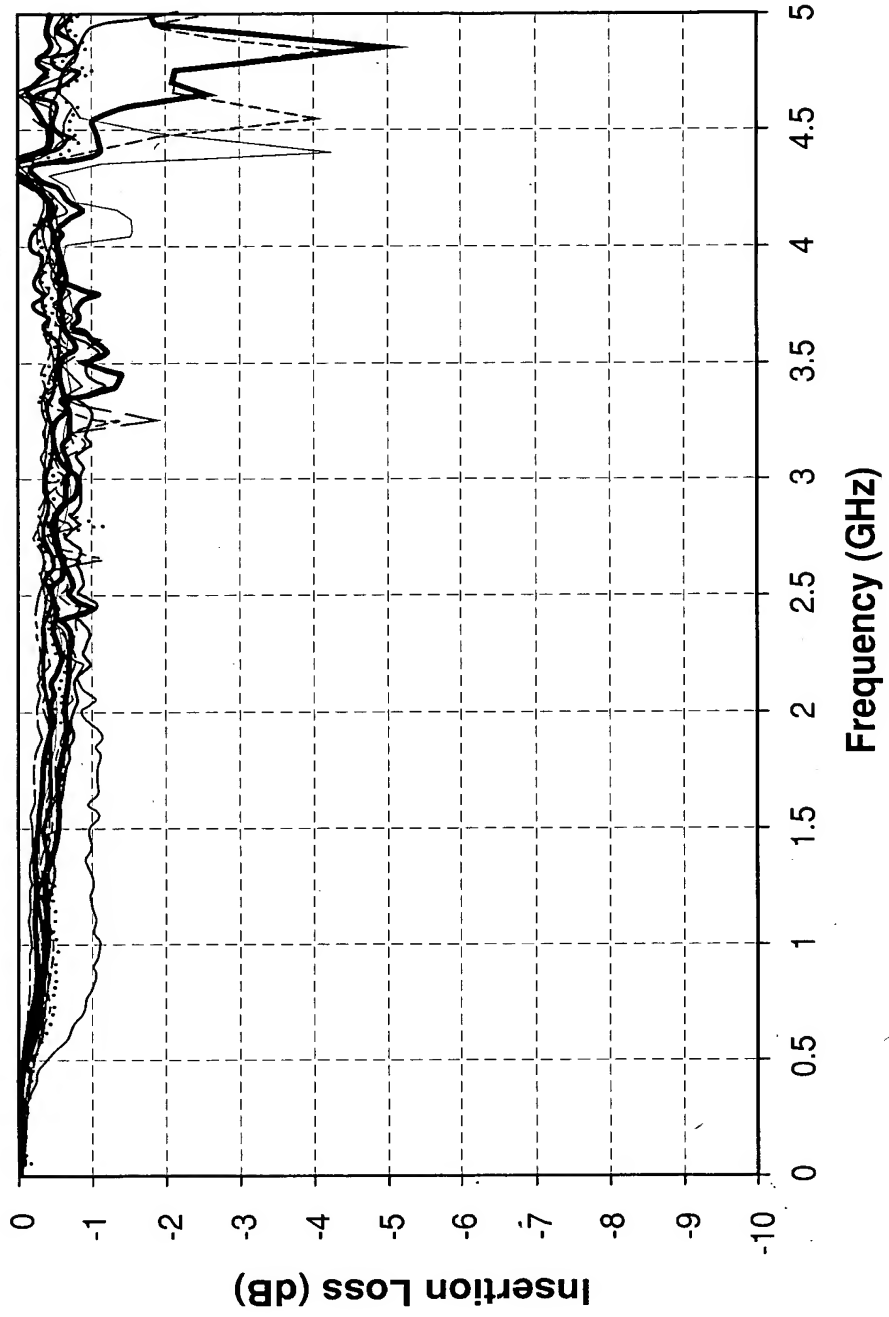


FIG. 44C

CROSSTALK

Worst-Case Multi-Active Near-End Crosstalk

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
150ps(20-80%)	5.0	7.3	7.3	7.4	6.0	6.2	7.2	7.6	8.0	8.7	6.6	7.6	8.0	7.8	4.2

FIG. 44D

Worst-Case Multi-Active Far-End Crosstalk

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
150ps(20-80%)	2.0	2.9	2.4	2.4	2.6	2.4	2.9	2.9	2.5	2.8	2.6	2.7	2.8	2.8	1.7

FIG. 44E

Single-Ended IMLA to Differential IMLA Near-End Crosstalk Approximation

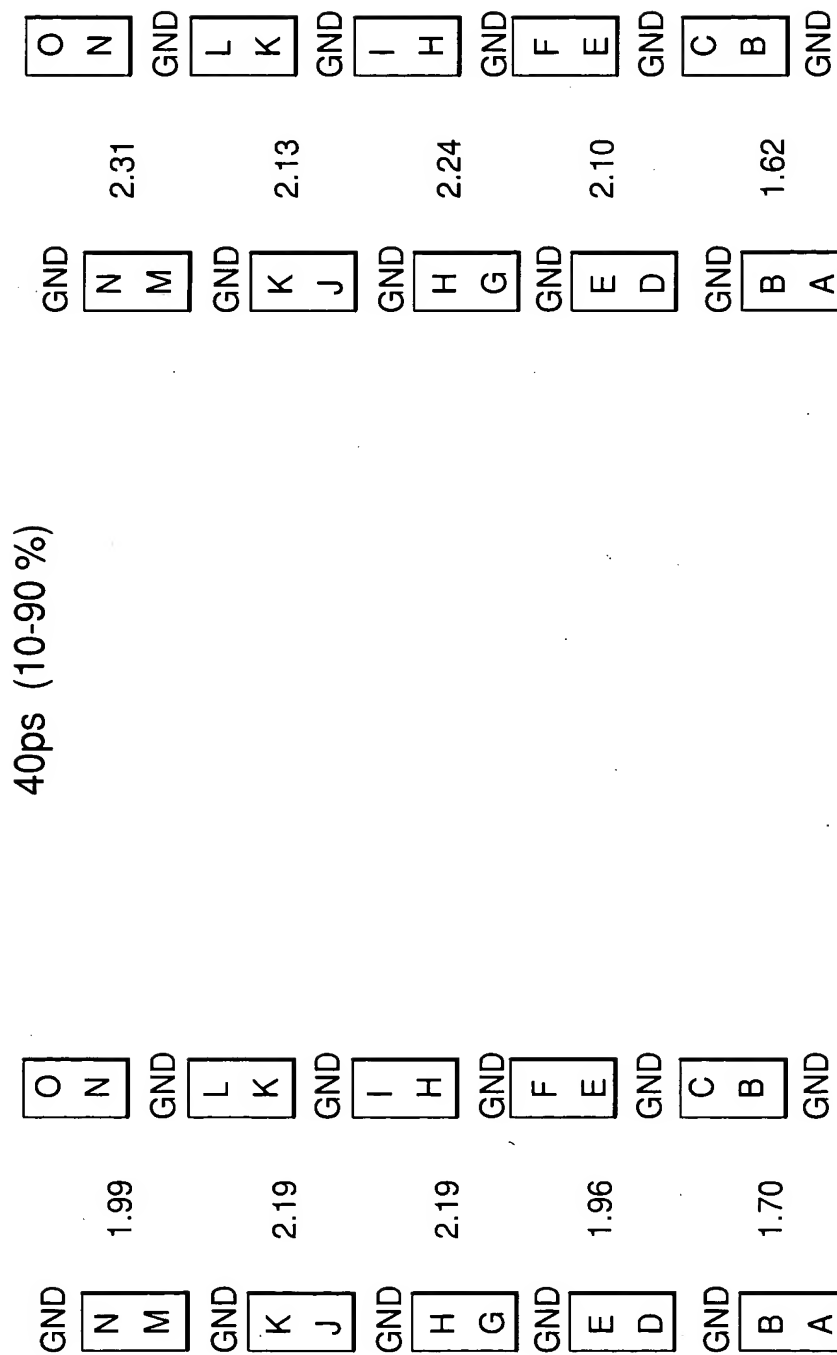
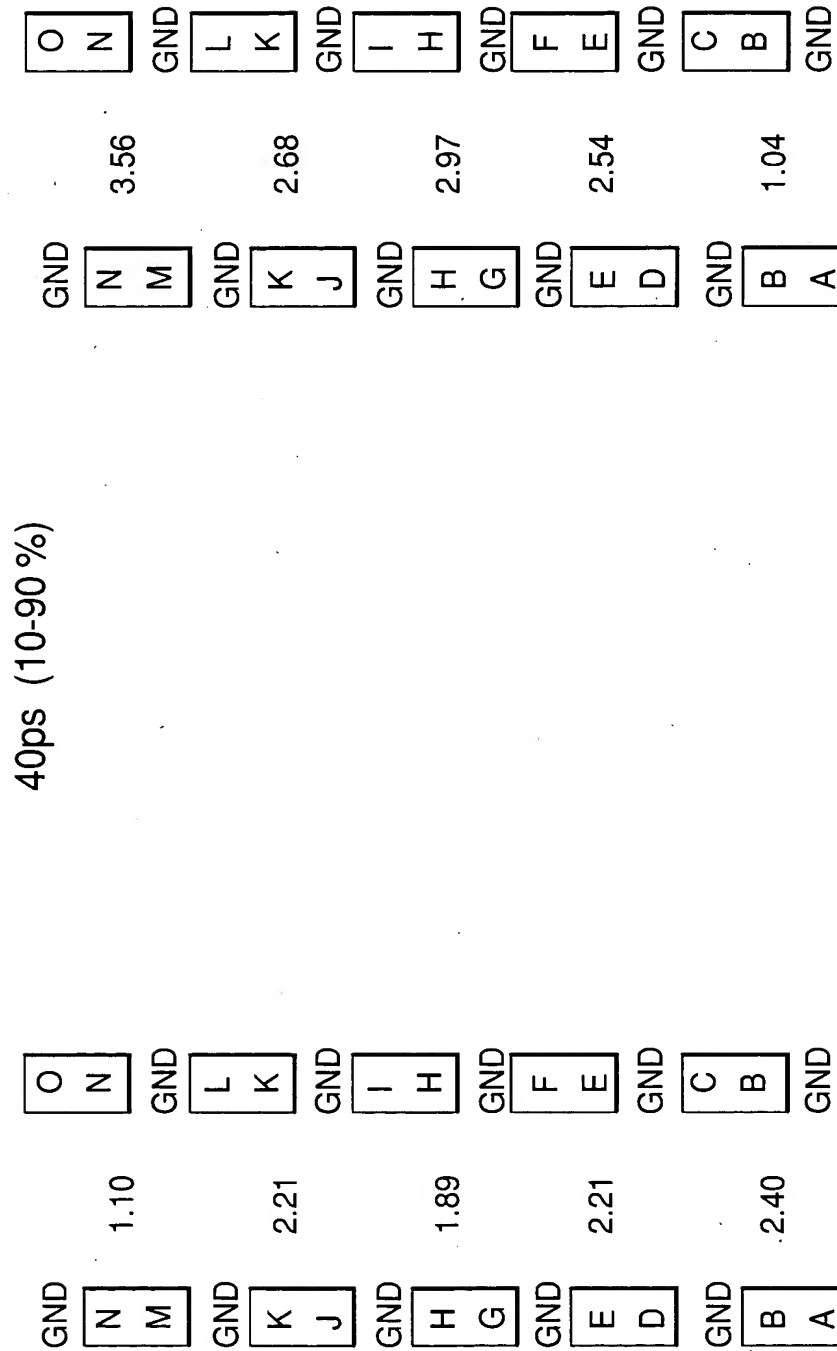


FIG. 45A



Single-Ended IMLA to Differential IMLA Near-End Crosstalk Approximation

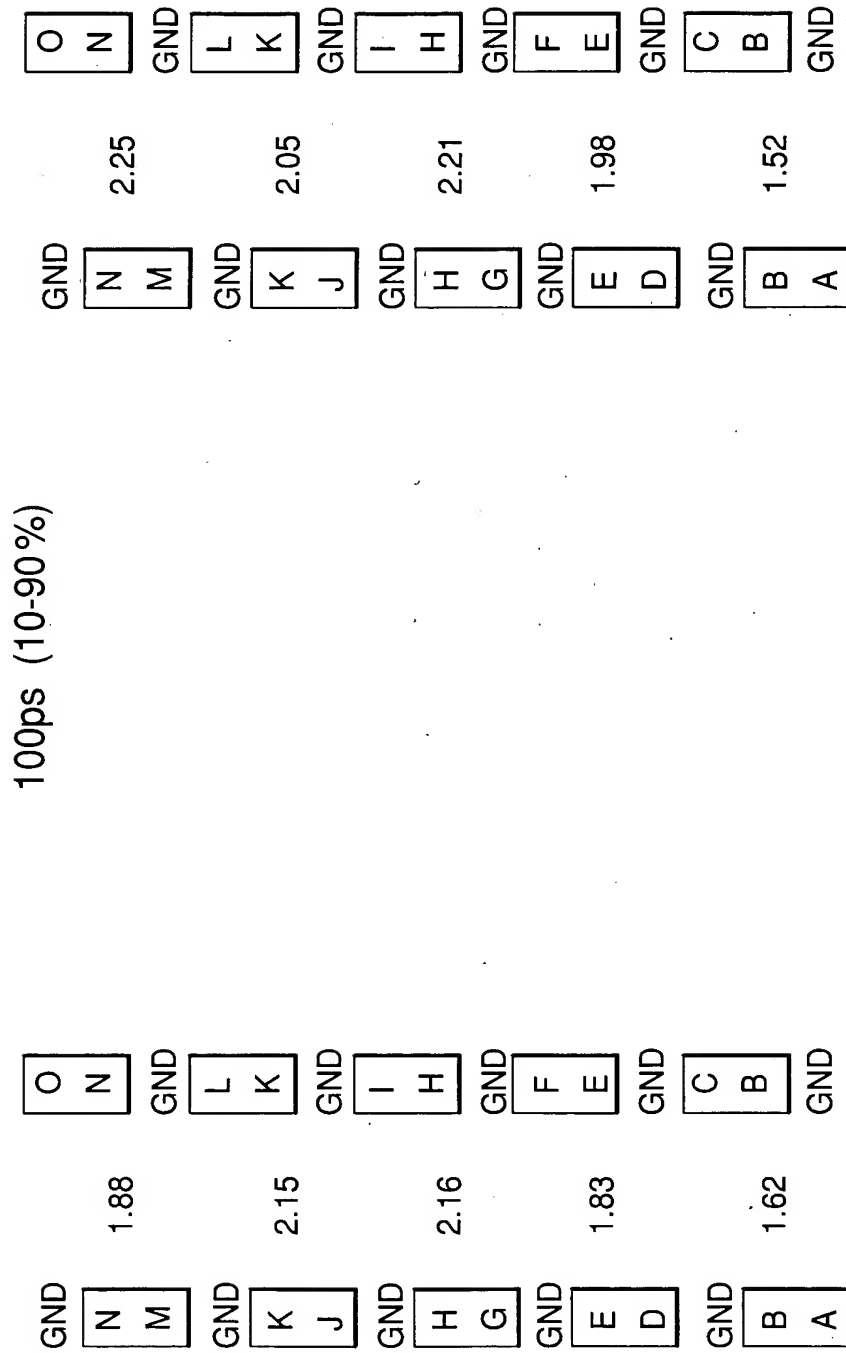


FIG. 45C

Single-Ended IMLA to Differential IMLA Far-End Crosstalk Approximation

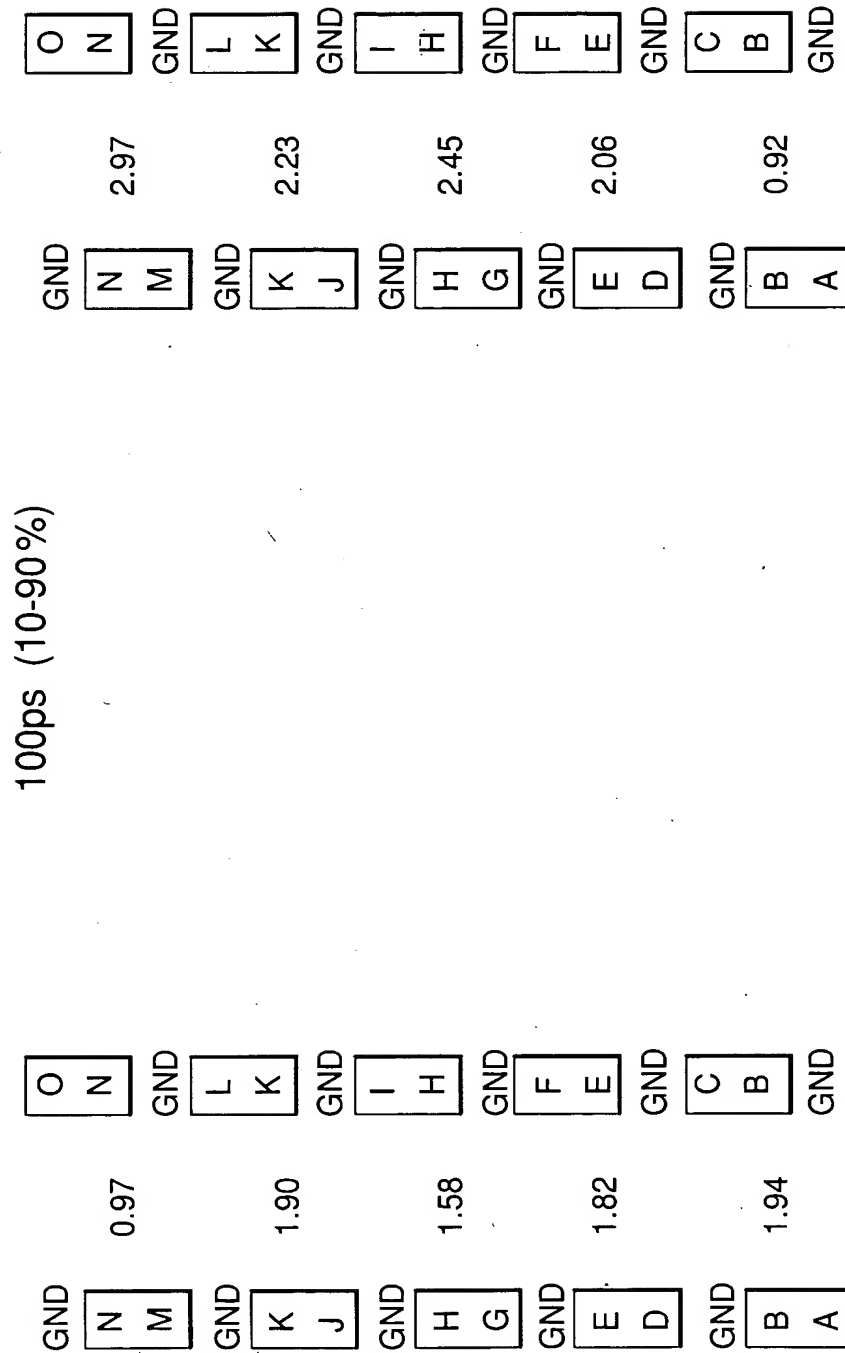


FIG. 45D

Single-Ended IMLA to Differential IMLA Near-End Crosstalk Approximation

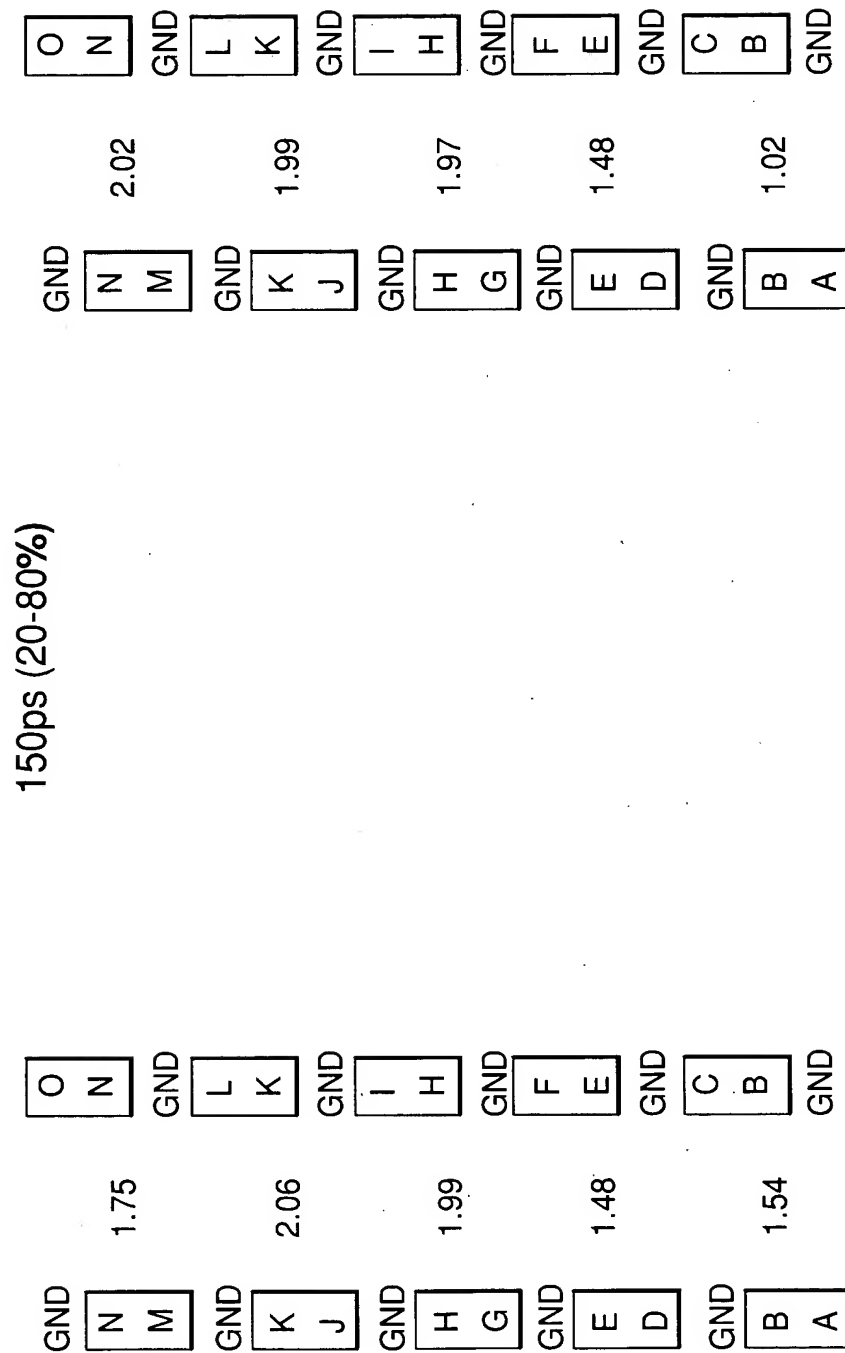


FIG. 45E

Single-Ended IMLA to Differential IMLA Far-End Crosstalk Approximation

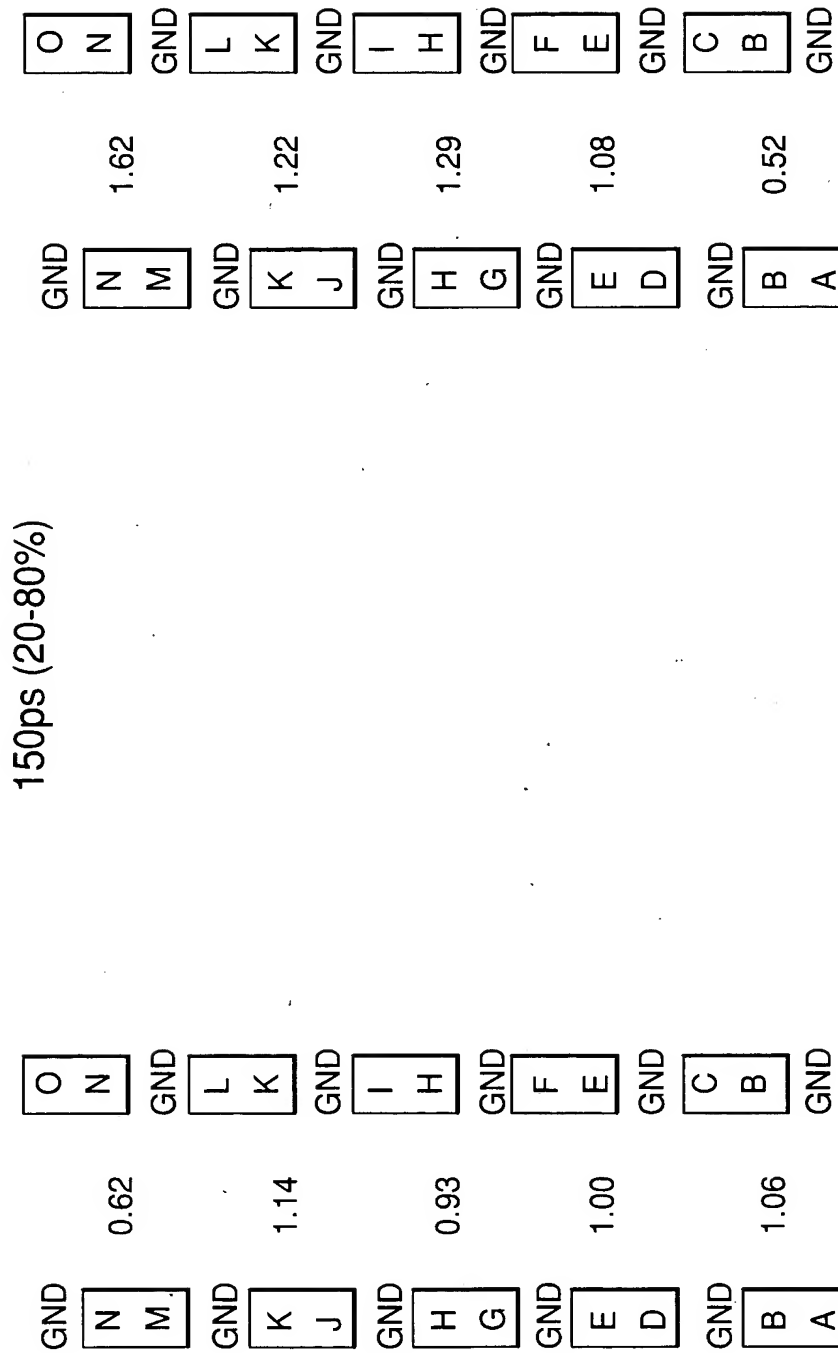


FIG. 45F

Differential IMLA to Single-Ended IMLA Near-End Crosstalk Approximation

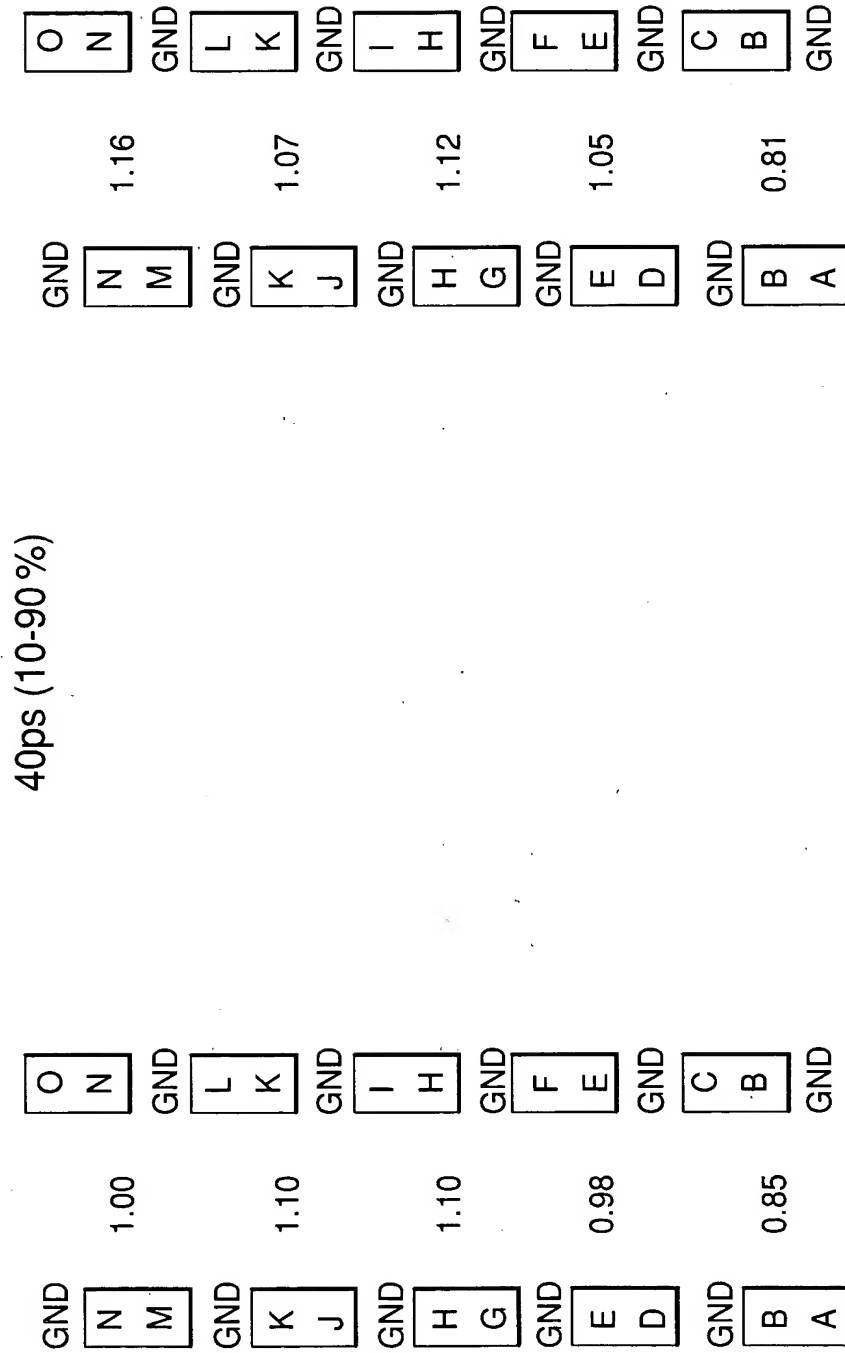


FIG. 46A

Differential IMLA to Single-Ended IMLA
Far-End Crosstalk Approximation

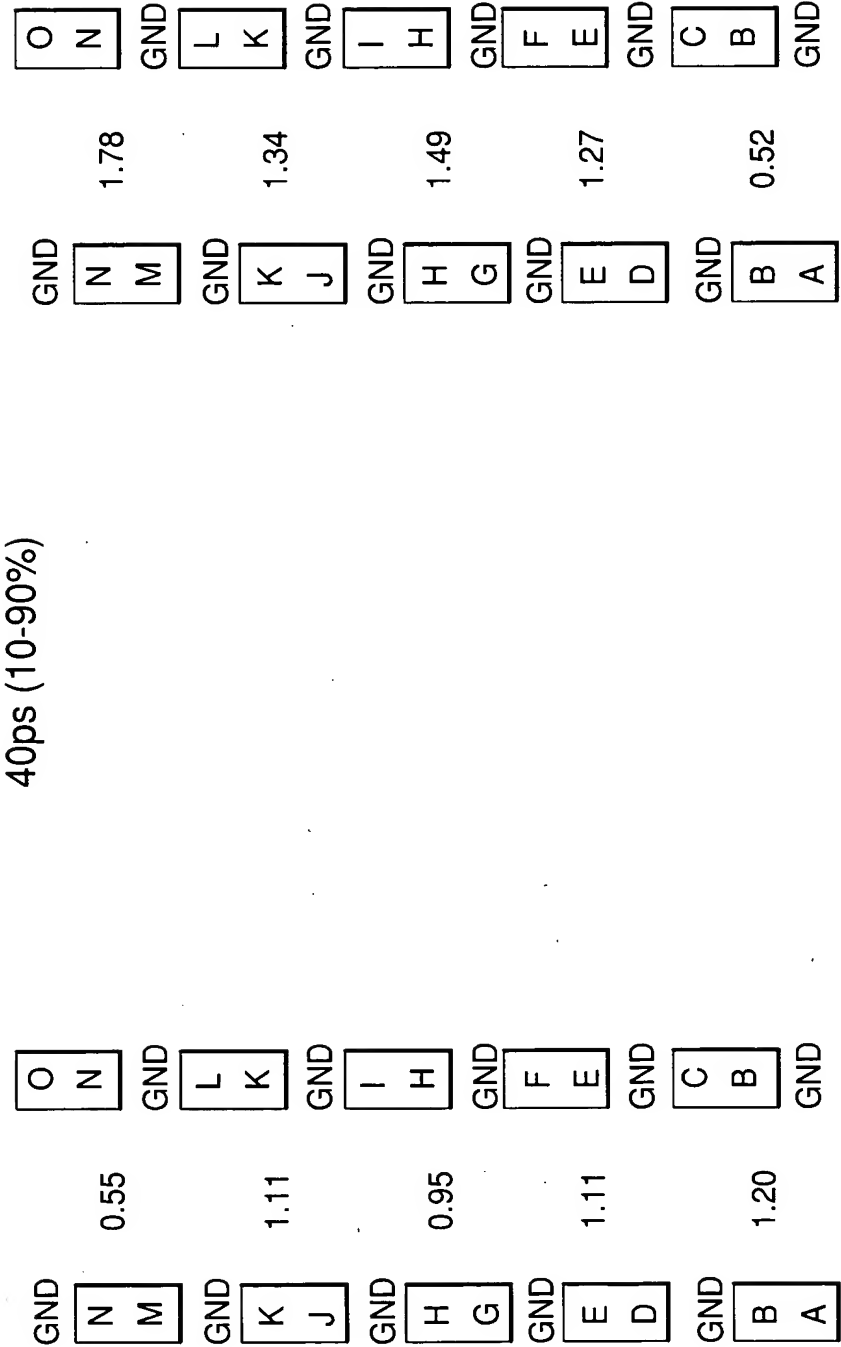


FIG. 46B

Differential IMLA to Single-Ended IMLA Near-End Crosstalk Approximation

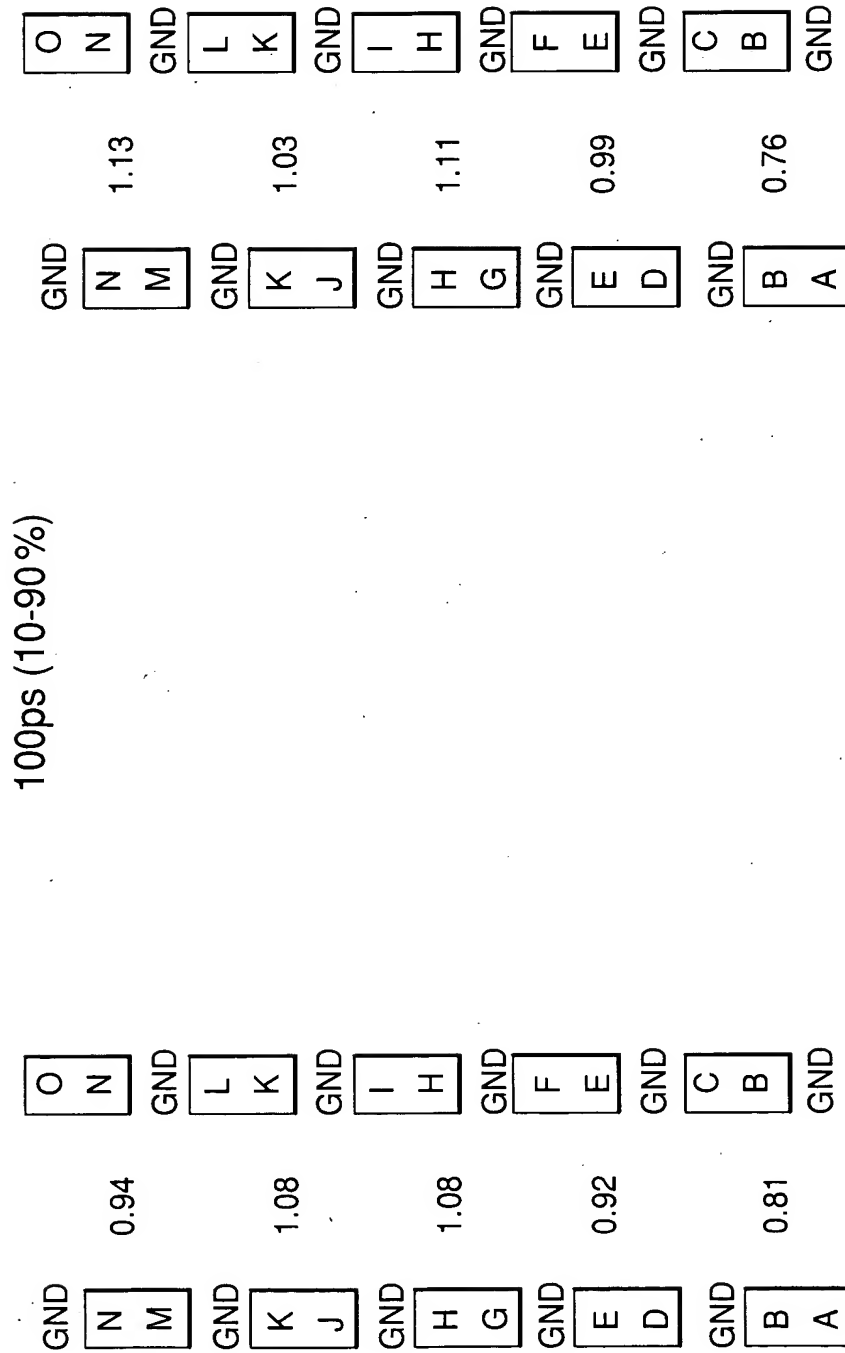


FIG. 46C

Differential IMLA to Single-Ended IMLA
Far-End Crosstalk Approximation

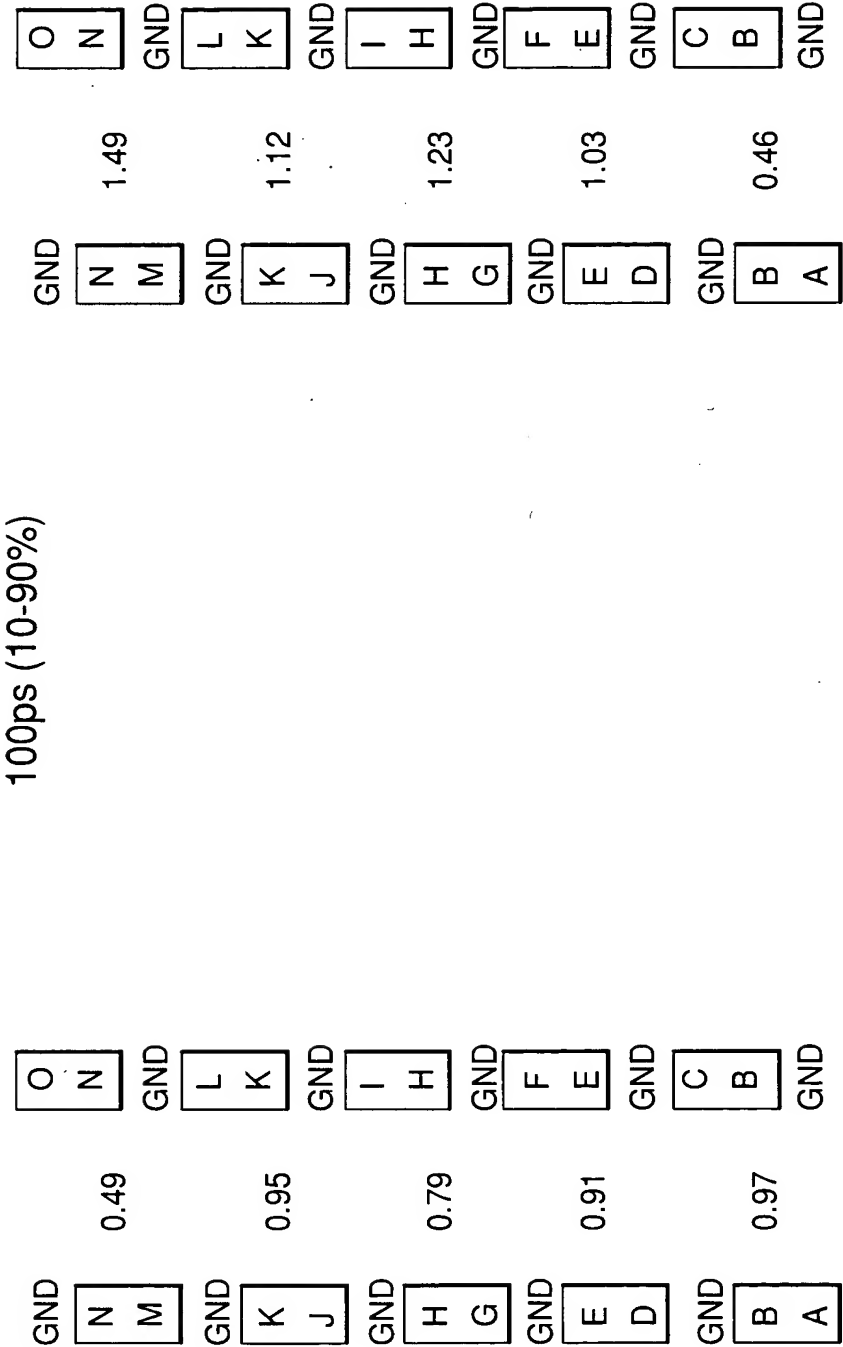


FIG. 46D

Differential IMLA to Single-Ended IMLA Near-End Crosstalk Approximation

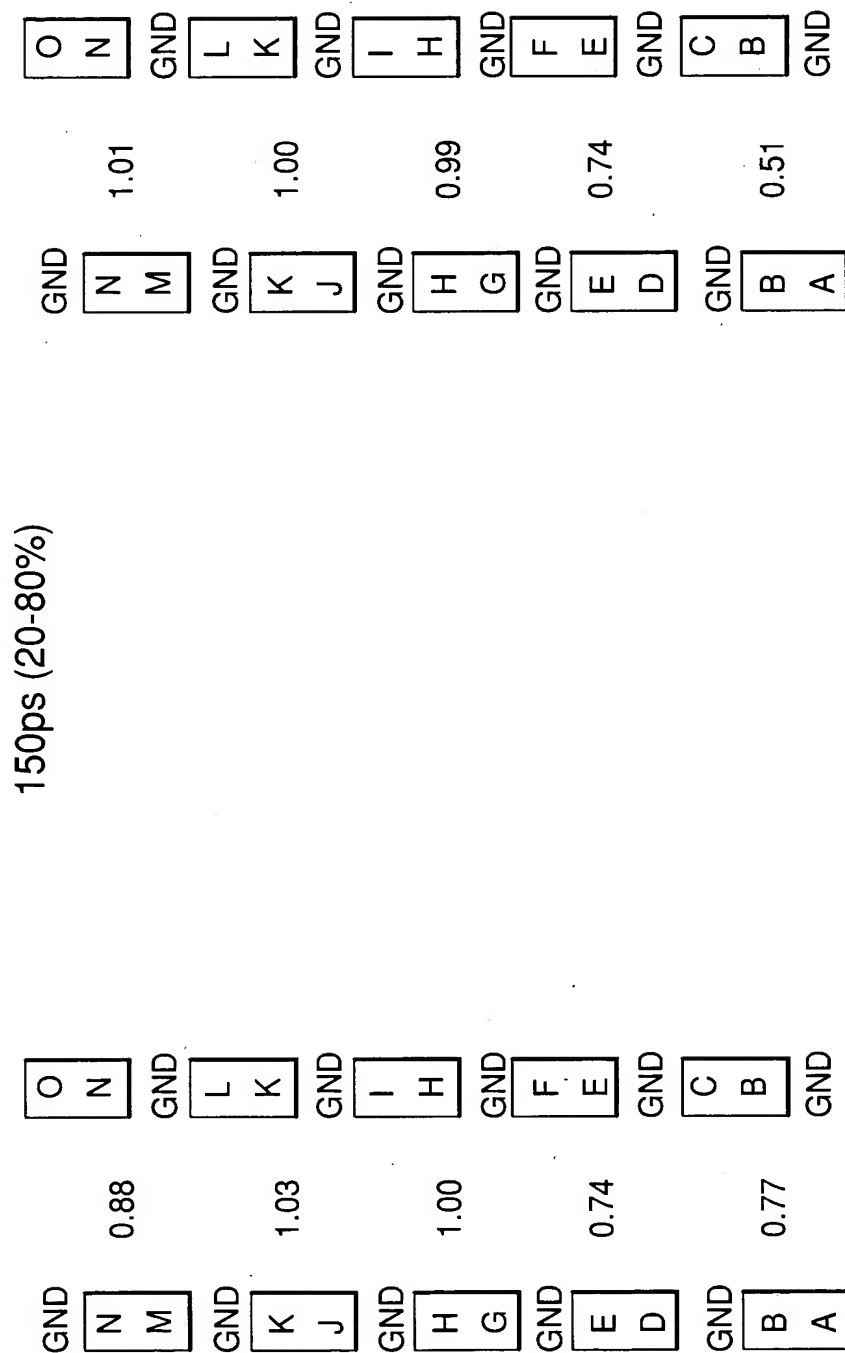


FIG. 46E

Differential IMLA to Single-Ended IMLA Far-End Crosstalk Approximation

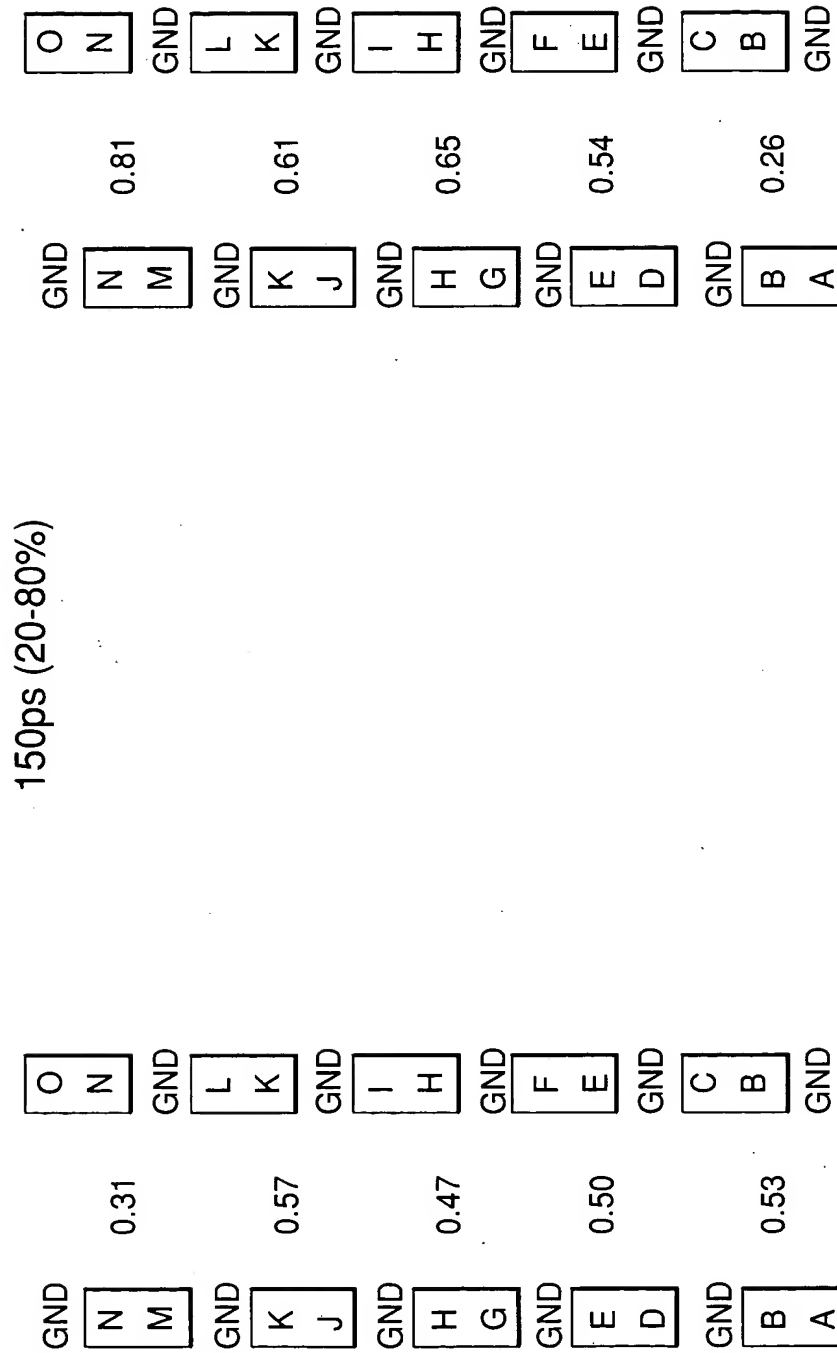


FIG. 46F